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H.M.S. EXCELLENT

1830 - 1930.

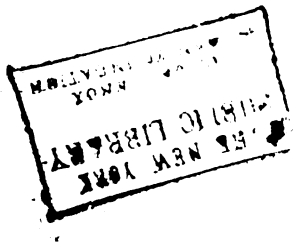
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H.M.S. "Excellent" by Harold Wyllie

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Great Britain. Gunnery School, Portsmouth.

H.M.S. "EXCELLENT"

1830 — 1930

A HISTORY OF THE
ROYAL NAVAL GUNNERY SCHOOL
AT WHALE ISLAND, PORTSMOUTH

AND

STORIES OF THE OLD WOODEN LINE
OF BATTLESHIPS ON BOARD WHICH
THE SCHOOL WAS ORIGINALLY
FORMED



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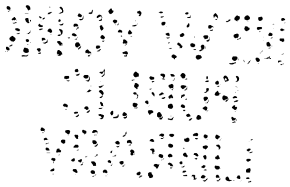
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First Edition - - *1908*

Second Edition - - *1919*

Third Edition - - *1930*
re-written for the Centenary Tattoo



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PREFACE.

The first edition of this book was prepared by Commander (now Admiral Sir Ernle) Chatfield in 1908. The edition was sold out during the war, when Whale Island became the depot for all R.N.R. and R.N.V.R. Officers at Portsmouth and many of them took a keen interest in their new and strange surroundings.

The second edition was produced in 1919 by Commander (now Captain) H. E. Dannreuther, D.S.O., to which an addendum was afterwards added by Instructor Commander the Rev. W. H. Goudge, M.A., in 1920.

In compiling this, the third edition, the main idea has been to provide a book of wider interest for the benefit of the general public who will visit our Island to witness the Centenary Tattoo. With this object, much colourful material has been added, and the scope of the book has been widened until it covers not so much the history of the Island as the history of modern gunnery from the point of view of the Gunnery School.

To give the book this scope and yet to retain its intimate character is a difficult task, too difficult perhaps for an amateur. The lack of time has been another difficulty and much material of Naval interest has been omitted in order that the book may be ready for the Centenary Tattoo, on July 24th.

Our thanks are due to Captain E. W. Swan, O.B.E., V.D., R.N.V.R., who undertook a great deal of hard work and provided the subject matter for the biographies of the Captains and the histories of the old ships, also to W. L. Wyllie, Esq., R.A., who presented the picture of the Battle Cruisers, and to W. G. Perrin, O.B.E., F.R.Hist.S., the Admiralty Librarian and many other willing helpers.

R. D. OLIVER.

H.M.S. *Excellent*,
19th June, 1930.

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Title page of Gunnery note book, 1853

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CHAPTER I.

CENTENARY REVIEW.

THE year 1930 is celebrated as the centenary of the Gunnery School at Portsmouth. A hundred years ago Commander George Smith was directed by the Admiralty to select a suitable ship for a Gunnery School, and to point out a position in Portsmouth harbour where she could fire shot in practice without danger or inconvenience.

The inauguration of a school would not be a matter of such great importance were it not for the series of events which have followed. The development of naval gunnery in the last hundred years has assumed such immense proportions, and has proceeded at such a prodigious rate, side by side with the necessary developments in steam and electrical engineering, that the originators of the scheme should be accorded the credit due to their foresight.

The visitor on board one of His Majesty's ships views with awe the mighty guns. He may realise their size, their range, their power, but he can have no conception of the years of work, the development of the industries of this country, the experiments, the training of the officers and the men, or even of the fatal accidents, which have gone to the making of this product of the last century. There can be no comparison between the last hundred years and the five centuries which preceded it. The guns used by Nelson differed only in name from those used by Drake. Work of this nature is national, no one school, or factory, or government office, may claim the credit for what has been done. British men and women may

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rightly regard a British ship as part of themselves, of their own country, so many and complicated are the industries which she represents. Neither industry nor country can stand without direction or government, so the development of the naval gun, although the work of so many classes of people, needed and obtained the focus of the School at Portsmouth founded by Commander George Smith in 1830.

During the Napoleonic War, 1793 to 1815, the British Navy enjoyed such a superiority at sea, ship for ship, both as regards the sailing efficiency of the ships and the gunnery efficiency of their crews, that the impetus to improve naval gunnery did not exist. The results speak for themselves, since between the years 1793 and 1802 the following numbers of ships were captured from the French or destroyed :—

Line of Battleships ...	100
Frigates	166
Corvettes, Brigs, etc. ...	224
Privateers	950
Merchant Ships	6200

Such a state of affairs was naturally abhorrent to the French, who made great efforts in the succeeding years to increase the gun power of their ships. Neither was the lesson lost to the Americans, who, employing as they did a large number of British seamen in their ships, were able to study our methods at close quarters.

Our ships were sometimes very badly recruited. The *Vanguard*, Lord Nelson's flagship at the Nile, was so miserably manned as to seamen, that the captains of other ships offered to contribute to him a certain number of good seamen from each ship, in exchange for the same number of his landsmen ; but Nelson "would not allow a man to be changed." The *Java* also, when she fought the American *Constitution*, was wretchedly manned. Captain Chads, who was first lieutenant, stated that they had not ten good sailors on board.

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Nevertheless, no sooner was a British man-of-war commissioned, than by hook or by crook, she was filled with a crew, partly composed of hardy seafaring young men, accustomed in a rough way to the handling of sails in all weathers. Every change of wind as well as every tack was practice, and the men were soon taught by their officers, and if necessary by the sudden prescription of " the boatswain's mate," to be quick in their movements. To quote from a writer of the period.

" With such materials to work with, it was Nelson's plain bull-dog policy, as well as practice, to run straight at his inexperienced enemy, without evolutions or circumlocutions. A considerable proportion of the old-fashioned long cannon were exchanged for cannonades of about two-thirds their length and weight. This was done because, for yard-arm practice, short guns are as good as long ones, indeed infinitely better, being more easily worked and consequently requiring fewer men. Thus manned and armed, as our Fleet bore down upon its antagonist, the scene on board was strongly characteristic of the British people. In many instances, especially in hot latitudes, the ship's company were naked to the waist. They stood as from stem to stern silent at their quarters, clustered on each side of their respective guns, the centre of each deck remaining unoccupied."

The writer goes on to say, " Their calm, noble, manly countenances, and the tranquility of their powerful muscles, soon to be strained to their very utmost, were indicative of repose or even of peace. Yet they stood, without metaphor, in the very chamber of death. A short prayer was offered up in every well regulated ship, large tubs of water stood on the gratings of the main hatchway to allay the thirst invariably created by the smoke of gunpowder. The precaution was commonly taken of preparing sand for the deck, to enable the men to keep their feet when the deck should become clotted with blood. The narrow structure between decks soon would become in all probability the temple of victory: nevertheless, to

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those destined during the action to be thrown by their comrades as corpses out of the very port holes through which they had fired, it was indeed the temple of death. To those who have never witnessed the wholesale destruction of their fellow creatures, it would be impossible to describe the scene of excitement that existed during an action between two vessels pouring broadsides into each other. The long wooden sponges, which on being withdrawn from the gun, necessarily protruded many feet through the ports, were often snatched out of the hands of our men by the crew of the enemy. It was the custom then to serve out to each gun a spare rope sponge. This detail gives some idea of the short distance at which actions were occasionally fought."

In passing, one is tempted to the reflection that, had any of the gallant seamen of those days chanced to read this description, their 'calm, noble, manly countenances' might have borne the traces of other emotions!

When this furious system of warfare is compared with the victorious results we have recorded, it surely cannot be denied that it was admirably adapted to the attainment of our object. In great actions, as well as in duels between vessels of all sizes, it invariably proved successful. By it our naval officers and men captured almost every vessel that ventured to oppose them: it swept the ocean of their enemies. Such being the case, how fully justified was Nelson, he whose maxim it was to seek for every possible description of danger, in constituting close action as the rule of British warfare; and moreover in declaring, "I have always considered a gale of wind and a dark night a point in my favour."

In Nelson's glorious system of "close quarters" the science of gunnery was, perhaps purposely, neglected. At all events the Admiralty issued no orders on the subject. Yet the cultivation of this science materially overrules the physical advantages of stout hearts and sturdy limbs. Gunnery formed no

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Gun Deck of a Line of Battleship by Harold Wyllie

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part of the examination of a midshipman, nor of any commissioned officer. They were taught to consider manœuvring, or prudence of any sort as "unworthy of the British flag," and looked down upon it as an artifice rather than an art. Thus the only system of gunnery the British Navy recognised was that every captain should have his own. This amounted as nearly as possible to the old gunner's prescription: "Dont' fire a shot till we close with her, and then, my lads, give her our starboard broadside, as hot as she can suck it!"

"There must," said the lieutenant of the quarters to the captain of the gun, the excessive recoil of which had chanced to attract his attention, "there must surely have been two shot there!" "And plase your honour," replied the man archly, as with the back of a broad thumb he wiped a mixture of powder and perspiration from his brow, "there were THREE of them!"

How many balls hit, and how many missed, it was no one's duty to enquire, because, in due time, hit or miss, down came the enemy's flag—and out burst three glorious British cheers!

In the naval actions which had taken place between the British and French, the ignorance on both sides of the art of gunnery was altogether beyond belief, and almost beyond description. For instance, it was a maxim in our fleet that "a shot always rises when it leaves a gun." This error was based upon a deplorable lack of common sense and the failure to provide the guns with any form of sight. The guns were laid by their captains, who, looking along the top, fired at anything they could see through the smoke. Since the guns were short and considerably thicker at the breech than at the muzzle it was natural that the line along which they looked was inclined at an angle of several degrees below the axis of the bore along which line the shot was discharged. Even allowing that this error were known, it is reasonable to suppose that the men soon forgot all about it during the excitement of the battle.

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It is still an old established prejudice in our navy that the French almost always fired at our rigging from a desire to disable our ships and escape from the fight. Such was far from being the case, for they fought gallantly enough, and had every intention of firing at the hulls of our ships to disable the guns that caused so much havoc amongst them. But like the cockney, who shot at a pigeon and killed a crow, they usually either hit the rigging or sent their shots high between the masts.

It was not until many years after the peace that this glaring mistake in our gunnery was at last forced upon the attention of the Admiralty by Sir Howard Douglas; and even then the national disinclination to correct it was so strong, that when the simple means of aiming guns correctly, namely, by the adjustment of a sight was at last supplied, it was served out *only* to every alternate gun, thus making only half a ship's broadside efficient.

It must not be supposed that the science of gunnery was as backward as was the practice of our ships at sea. The discoveries of Newton had stimulated research in physical science, and the academic knowledge of ballistics was not far short of what is known to-day. This knowledge was shared by the artillery ashore, which proved itself superior to that of all other nations, but with few exceptions the seamen of the day made no effort, either by their practices on board, or by the compilation of empirical data ashore, to keep themselves up to date. Gunnery was relegated to a very inferior position in relation to the necessary art of seamanship.

If the lesson could not be learnt from the inefficiency of the French, it could not fail to be brought home by the disasters which overtook our ships during the war with America which began in 1812.

The Americans were undaunted by the prestige which illuminated the names of those gallant officers who had fought under Nelson; they were not intimidated by the numbers of our ships and of our crews. They

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determined to obtain sufficient advantages from the application of science and the study of tactics, to make up for their deficiency in money and physical strength.

With this object in view, they not only constructed their three principal classes of ships, nominally of the same force as our own, one-third superior in size, but in the same proportion in each instance they increased the calibre of their guns and the number of the crew. The men who composed their crews were for the most part British seamen, captured from merchant ships, who having been pressed into their service, were converted by constant drill into expert artillerymen.

No main fleet action took place, the war was prosecuted by an attack on our trade by large frigates of superior gun power, who were able to engage our smaller ships without coming into the range of their shorter guns. It became necessary for our ships to cruise in pairs for their mutual protection, and the effective force available for the protection of our trade was halved in consequence. Even when the enemy was sighted, it was seldom that the two ships together were enabled to bring him to action and to effect his capture or destruction.

The following is a description, written by Captain Sir James Yeo, of the action which took place on Lake Ontario in the year 1813. "The enemy's fleet of eleven sail, having a partial wind, succeeded in getting within range of their long 24 and 32 pounders and, having obtained the wind of us, I found it impossible to bring them to action. We remained in this mortifying position five hours, having only six guns in the fleet that would reach the enemy. Not a carronade was fired. At sunset a breeze sprang up from the Westward, when I manoeuvred to oblige the enemy to meet us on equal terms. This however, he carefully avoided."

Captain Barclay in his report on the same action wrote :

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" The other brig of the enemy, apparently destined to engage the *Queen Charlotte* supported in like manner by two schooners, kept so far to windward as to render the *Queen Charlotte's* 24-pounder carronades useless, whilst she and the *Lady Prevost* were exposed to a heavy and destructive fire from the *Caledonian* and four other schooners armed with long and heavy guns."

The following extracts from other writers of the day are sufficient to illustrate the state of affairs. " In accounting for the defeats of the American War, Englishmen are accustomed to attribute them wholly to the superior size and force of the enemy's ships. It is perfectly true that this superiority was sufficient to account for the unfavourable result—nay, to make such result inevitable ; yet candour compels us to admit that the immediate and actual cause of our defeat, in several instances, was the superior gunnery of the Americans. That our ships should have been captured by opponents half as large again is no proof of extraordinary prowess in the victors, but that half the ships taken should be reduced to a sinking state and actually founder, is irresistible evidence of good gunnery on the part of the Americans ; while the comparatively uninjured state of the American ships shows, as many other facts do, how sad was our own negligence."

" There can be no doubt that our reverses during the American War are to be attributed, not only to the great superiority of the ships we engaged, but to the imperfect manner in which our gunners and men had been trained to the use of their guns. It will perhaps hardly be credited hereafter, that there was at that time no regular system established by authority in the British Navy, but that each ship had its own particular plan and method, varying, of course according to the experience and degree of information possessed by the Captain, as well as to the degree of importance which he attached to the subject. I need not detail the fatal negligence which too often prevailed, and which became only known in its full extent by its unfortunate results."

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It might be expected that the fatal results of this negligence would have taught us the necessity of correcting it. No sooner did the war come to an end than economy became the rule of the day. The men were paid off, the ships were laid up, and for the most part the lessons of the war were forgotten. The Navy returned to peace and half pay and with certain notable exceptions progress ceased.

On the continent of Europe, however, the case was very different. The success of the American Navy in breaking suddenly a talisman, the magic power of the British Navy, which for so many years had appeared to be invincible, produced a deep impression. Every maritime power, especially France, resolved more or less to follow the example of that new system of gunnery and naval tactics, which had been attended with such astonishing results.

Such a state of affairs could not be permitted to last, and repeated observations and criticisms were directed at the Admiralty, of which the most notable were the recommendations of Sir Howard Douglas for the establishment of a school of gunnery. Sixteen years passed before any action was taken and it was not until 1830 that Commander George Smith was commissioned to found the school on a temporary basis.

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CHAPTER II.

THE FOUNDATION OF THE GUNNERY SCHOOL.

A CERTAIN amount of controversy has taken place regarding the officers to whom the credit should be accorded for the foundation of the gunnery school.

The school was first constituted on a temporary basis under the command of George Smith. It was not until April, 1832, when this officer was promoted and Captain Sir Thomas Hastings was appointed to succeed him, that the establishment became permanent. It was natural, from the long term of office that Captain Hastings enjoyed, that the credit for the improvement in gunnery, which took place during the subsequent fifteen years should be given to him, but the inception of the idea was never claimed by him as the following correspondence will show.

ROYAL NAVAL CLUB,
BOND STREET,
12th December, 1840.

"Sir,—Having been promoted to the rank of Captain on being superseded by Captain Hastings in the direction of the gunnery establishment on board Her Majesty's Ship *Excellent* in 1832, I naturally felt some inclination to notice a paragraph in *The Times* of November 23rd, which stated that the precision of the fire of the ships at Acre was owing to the practice in Naval Gunnery first taught by Captain Hastings; subsequently other papers implied the same thing, and

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that the establishment originated under the present board of Admiralty. This would have remained unnoticed had not a letter appeared in *The Times* of the 9th inst. from Portsmouth on the subject.

" In 1830, I was directed by Sir George Cockburn to point out on the Admiralty chart where a ship could be moored in Portsmouth harbour and fire shot in practice without danger or inconvenience. The plan was then decided on, Sir George conferring with Sir Byam Martin, the able Comptroller of the Navy, who was pleased to give me a carte blanche to choose my old ship for the purpose, under the sanction of Sir George Grey, the Commissioner of Portsmouth Dockyard. The *Excellent* happened to be moored precisely on the spot I had pointed out and she was selected for the purpose (the appropriateness of the name being remarked at the time). Thus commenced the present establishment, which has since been most beneficially enlarged and improved, first by Sir James Graham, and especially by the present board of Admiralty, Captain Sir J. Pechell taking it under his immediate care and direction ; he was the first to follow the gallant Sir Philip Broke's system, marked out as worthy of adoption by the *Shannon's* line of vital fire on the side of the *Chesapeake.* It need scarcely be repeated that Captain Sir Thomas Hastings deserves great credit for the perfection it has attained, as it now happily realizes all that that accomplished artilleryst, Sir Howard Douglas, contemplated in his able work on naval gunnery, in which he labours (although himself a soldier) to provide us in the event of war with future *Shannons.*

" In the Naval and Military Gazette of September 7th, 1839, is a corroboration of the account I have given of the origin of the *Excellent,* with the addition of a flattering allusion to an invention of mine, the ' moveable target ' for teaching seamen, by an in-board exercise, to fire with precision, without expending powder and shot in the instruction, adopted in the navy by Admiralty Order in 1826 ; so that I trust I am

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not arrogating to myself too much in saying that to me in a two-fold degree may be fairly attributed the merit of establishing a general system in the navy by which the nicety of Tangent practice may be taught, having in the first place introduced the moveable target, and secondly, having been the first to establish a depot of instruction on board the *Excellent*, which ship was placed by me expressly in a position in which she would be at rest, so that, to quote the letter of *The Times* of the 9th inst., 'the knowledge of the value of precision, as well as how to take aim, might constitute the chief value of the admirable system of instruction on board the *Excellent*'—that these have been attained is proved by our gallant seaman-gunners at St. Jean d'Acre, as theirs may fairly be termed target practice.

"It is gratifying to find that up to the present time the great 'tour de force' on board the *Excellent*, and the ships in the fleet is dismounting and mounting a 32-pounder, on a plan suggested and practised by me, and left with many other plans, an heir-loom to the *Excellent* establishment.

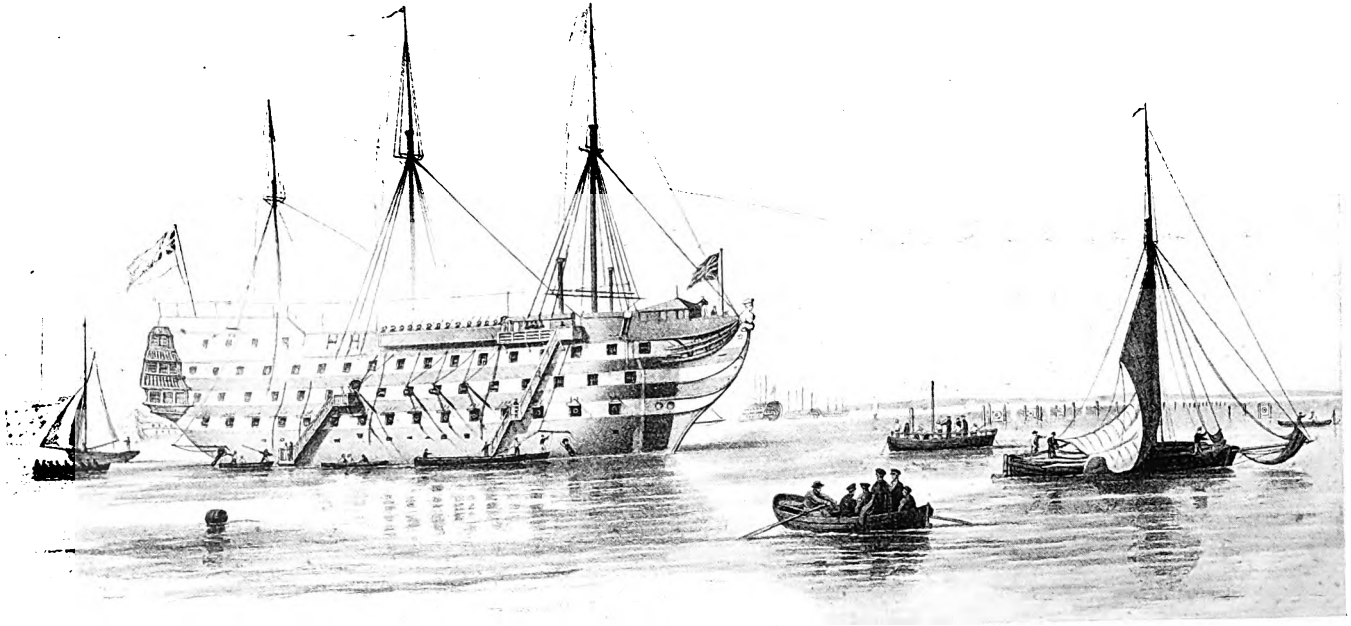
"The Britannia made this plan available when required to send her lower-deck gun-carriages on shore from Spithead, and in remounting the guns. A 32-pounder, 56-cwt., was fired with shot and dismounted by thirteen men in 55 seconds, in the presence of Sir J. Graham, when First Lord of the Admiralty.

"Palman qui meruit ferat—is a well-known motto, especially hallowed among the profession of which I am a humble member. My object in writing this letter has originated in that principle, and I am confident that Captain Sir T. Hastings, with whom I served in Her Majesty's Ship *Undaunted*, under Captain Sir T. Ussher, would be the last man in the world who would wish to appropriate to himself the merit which properly belongs to another.

I have the honor, etc.

George Smith, Captain, R.N.

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H.M.S. "Excellent." Early days as Gunnery School Ship

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The Editor of the *Nautical Magazine* published a commentary on the subject in 1841.

" We perceive that in publishing the accounts of these brilliant achievements of our gallant countrymen (the bombardment of Acre), that daily journals have very justly attributed the great precision which has distinguished the fire of our ships beyond all precedent, to the effects of Captain Sir Thomas Hastings' tuition on board the *Excellent*, at Portsmouth. This is perfectly correct, and the highest credit is due to Sir Thomas, for the proficiency which has been attained by our officers and men, in this most important branch of their duty. But, we consider it no less our duty in conducting this journal, while we distinctly attribute to Sir Thomas Hastings, the honor due to him, to state that, we believe the credit of rearing so valuable a school of gunnery as the *Excellent* has proved to be, belongs to Captain Sir John Pechell, Bart., one of the Lords of the Admiralty, whose experience as an officer, convinced him of the transcendent importance of such an establishment, and whose position at the Board of the Admiralty enabled him to watch over its growth, till it had attained its present maturity."

In point of fact the credit is shared between Sir John Pechell and General Sir Howard Douglas. Sir John Pechell published his first pamphlet entitled " Observations upon the defective equipment of ships' guns " in 1812, the next edition was dated 1824 and there was another in 1828.

Sir Howard Douglas transmitted to the Admiralty the manuscript of his " Treatise on Naval Gunnery " in 1817. At first however, little or no official notice was taken of the work beyond a civil official acknowledgment. In 1818, Sir Howard was requested to allow a copy of his work to remain in the Admiralty office, with a view to the eventual adoption of the plan proposed in it, when circumstances might render such a measure expedient. In November 1819, the Admiralty expressly authorised Sir Howard Douglas to publish his " Essay on the Theory and Practice of

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Naval Gunnery," and the work was shortly afterwards given to the English public, and indeed to the world at large, for all civilized nations either translated or reprinted, and some of them even acted upon its suggestions before we did.

In 1814 Sir John Pechell returned to Spithead from the coast of America, in the *San Domingo* ; and when his ship was inspected, the Commander-in-Chief, and all the captains of the fleet assembled there, expressed in writing their conviction that the order for battle, as well as the perfection and celerity of that ship in clearing for action, exceeded anything that they had ever witnessed before. They were equally surprised at the precision and rapidity with which the seamen fired at a mark.

Shortly afterwards Sir John Pechell proposed to the Admiralty that one of the guard ships should be made a school of gunnery instruction " For training officers, gunners, and seamen." He then commanded the *Sybelle,* and it was the opinion of every officer in the Mediterranean that the state of her gunnery was no less remarkable than that of the *San Domingo,* already alluded to. We ought to have mentioned that, when the *San Domingo* was employed on the coast of America during the war, Sir John Pechell's arrangements were such that the ship could be carried into action nearly as quickly as any frigate. She was one of the first line-of-battle ships in which the excellent plan was adopted of sending all the stools, tables, and bags of the men, and the officers' trunks below every night. So expert did they become in this matter, that to pass everything below, and to restore them all again in their places, without the slightest noise, hurry, or confusion, was the work of only five minutes. Such is the effect of arrangement and well-understood drill.

Sir John Pechell, declared that his mind was first seriously turned to the importance of naval gunnery by the success of the *Shannon's* action in 1814, and that he set himself to work from that time, to make himself master of Sir Philip Broke's system ; and when, long

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afterwards, it fell to his good fortune to take an official share in the organisation of a system of naval gunnery, he said it was his wish to bring up officers and seamen to fit out many *Shannons* (he might have added "and many *San Domingoes*")—whenever the country should want them. Indeed we know that Sir John Pechell has often said, that not merely the action of the *Shannon*, but the long training, attention to, and knowledge of gunnery shown by Sir Philip Broke first attracted his attention to its primary importance as a subject of naval study, and that he adopted many of that very able officers' arrangements in his own ship.

It must now be a matter of wonder that, with such a publication as that of Sir Douglas Howard before the public, and with such urgent instances as were repeatedly made by Sir John Pechell, not a single step, was taken towards the amelioration of the old system till the year 1830.

Sir Howard Douglas in his treatise wrote, "There cannot be any doubt of the vast advantage that would result from the enlightening by theory, and training by practice, during peace, as large a proportion as we can of those who are to command and serve our naval ordnance in war. It is impossible indeed, that we should be disappointed in the conviction we feel that splendid advantages would result from such a measure, With men imperfectly trained no nicety of practice can be attempted or expected. Many improvements which would appear simple, and might be practised by well formed artillerists, may be considered complicated and impracticable by people who may perhaps be quartered to their guns for real action, as one of their first artillery exercises."

"Whatever plan," he adds, "may be adopted for the improvement of naval gunnery, it should be calculated to instruct officers, master-gunners (that is, the gunners of ships), gunnery-mates, and their crews; and no measure that provides only for the drill of the men can effectually improve the service practice: for the mere dexterity of a few privates will do little, unless

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directed by cultivated and well-exercised intelligence on the part of the officers commanding in the ship's batteries, and assisted by a good crew of practical gunners. The people trained in naval gunnery should be capable of executing the duties of seamanship as well as the military exercises ; and, were our crews made more numerous hereafter than they are now, the men trained to the practice of gunnery should nevertheless be seamen."

" In forming establishments of instruction in the practice of naval gunnery " Sir Howard goes on to remark, " it is most assuredly important and indispensable that the vast opportunities which situations of instruction and constant practice offer for the cultivation of improvement, and for the acquirement of great proficiency, should be given to those only who are hereafter to practise, in the profession, on service, what they cultivate and teach in peace. To form depots of instruction, therefore, of any but naval characters, would be to confer the distinctive encouragement awarded to the cultivators of the great branch of naval science, and the proficiency that must be acquired in teaching it, to a body who could not be called upon to apply these qualities to actual service, without serious inconveniences : for naval officers and seamen are, and must be, our only real-service naval gunners."

" If depots of instruction were to be formed of naval characters first drawn in to study, then appointed to teach, and, by circulating in the Service, held always ready to practise in war what they had acquired in peace, the vast advantages resulting from the establishment of depots of instruction would overflow upon, and by degrees circulate through and improve, the warlike science and practice of the whole Naval Service."

Sir Howard then passes a high and well merited eulogium on the Marine Artillery. " But," he adds, " to apply or extend it, in any way (as a corps) to instruct seamen in gunnery, instead of throwing this duty entirely into the hands and heads of naval officers, master-gunners and their crews, it appears to me

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calculated to repress and extinguish an ambition now very general among naval officers, to make themselves masters of this very important part of their duty." "In this view, it may be pronounced with perfect certainty that the application of the Marine Artillery to instruct seamen in naval gunnery would prove extremely prejudicial,—destructive, indeed, of those facilities which would be offered to naval officers to cultivate artillery knowledge."

In 1830, the pamphlet of the "Flag Officer" appeared; a publication generally ascribed to Admiral Sir Charles Penrose, which once more drew the attention of the Admiralty to Sir Howard Douglas's book. Shortly before this forcible appeal was made, Commander George Smith transmitted to the Admiralty his "Prospectus of a plan for the improvement of Naval Gunnery, without any additional expense" which is reproduced below.

PROSPECTUS OF A PLAN FOR THE IMPROVEMENT OF NAVAL GUNNERY, WITHOUT ANY ADDITIONAL EXPENSE

(Presented to the Admiralty in October, 1829).

"It is proposed that instead of having a Ship in Ordinary, which is the case at present, with a Gun on board for the purpose of exercising the Gunners, that there should be a Ship, supplied with a Gun and Carriage of each description now in use in the Navy, with different kinds of Sights, and the whole of the Material appertaining to this Department, and every invention relating to Gunnery thought worth a trial.

"The Establishment to be under the direction of the Port Admiral, and a Commander as a Superintendent. The Stores to be in the immediate Charge of three Gunners, chosen for their superior knowledge of their profession.

"The Ship to be fitted with a Magazine, the Cases, etc. complete in number, but empty, with the exception of a few filled with anything to represent Powder, to

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be the means of teaching to the fullest extent, and without risk, what is required in this important part of a Ship, and with a view to ascertaining what improvements may there be made.

"A Launch and Barge, fitted as Gun boats, to go out occasionally to Spithead, for exercise, and for the purpose of teaching Gunners to fit Ships Boats expeditiously for service, also in order to ascertain the best method of fitting them.

"A Cabin to be supplied with Books, Drawings, Models, etc. as a Study for the Officers of the Ships in Port, and any of the Navy on half pay, who might, on application to the Port Admiral, be allowed access to the Establishment.

Utility of the Establishment.

"The Gunners of all Ships in Commission, and in Ordinary, to attend at stated times, to learn one general and perfect system of Gunnery, not only to be able to give the Words of Command, but more particularly to see that they are executed as they ought to be; at present each Commissioned Officer and Gunner follows his own idea, frequently without due consideration, and gives his own explanation of the Words of Command found in the Admiralty Book on the Great Gun Exercise; but its object is most especially to insure (except in the case of casual appointments abroad) that for the future, this responsible situation of Gunner be not filled by any but men competent to put in practice and satisfactorily explain everything supplied to a Ship in their Department, and able to detect, before they proceed to Sea, any defect in the Equipment of the Ordnance and Stores entrusted to their Charge.

"At present the advantages that might be derived by the adoption of some inventions (introduced at considerable Expense) are in a great Measure lost, and even the Sights on Great Guns, rendered next to useless in many Ships, for the want of some Ably-instructed

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person to explain them. Up to the present moment, some Men have been from various motives and services rewarded with a Gunner's Warrant, without ever having been in a Gunner's Crew, or stationed in a Magazine. An evil even in the time of Peace, which would of necessity increase in the event of sudden hostilities to the serious prejudice of what constitutes a well appointed Man of War.

"The Proposed Establishment, is humbly offered as a present remedy, and prevention of all this, as no Gunner could, if it were adopted, remain any longer ignorant, and any number of scientific Gunners might soon be obtained on any emergency.

"It is also proposed, that occasionally, a Division of Men, attended by an Officer, from Commissioned Ships, consisting especially of Gunner's Mates, their Crews and Captains of Guns, should be sent on board for the purpose of Witnessing various objects and operations including Shifting, Mounting, and dismounting Guns, etc., etc., which, from the nature of the Armament of their own Ship, and daily duties and interruptions cannot be so well shewn and explained on board of them.

"It is proposed to place the Ship at Portsmouth, off the North end of the Dockyard, for the purpose of firing at Targets, representing Ships' sides, Masts, Yards, etc. made of old hammock cloths, stretched on Spars, and placed in the direction the Collegians fire: thus affording the means of trying Men's skill and various experiments in Gunnery.

"A Ship could be fitted at each of the Ports, as above described, without expense, as the objects would be merely transferred as lent from the Ordnance; uniting at a Coup d'oeil everything in Gunnery most interesting, and which no Naval Officer could view without benefit, as the Gunners in Charge should be directed to explain what might be required. Then in future, no Officer on being appointed to a Ship, need be ignorant of the uses of various objects, that might have been introduced in to the Service, since he was last

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afloat, which, for the want of these Establishments, he might be, not liking to ask a full Explanation of them, from any one in his own Ship.

"It is presumed, that should a trial of the above plan be made, it would be found to work well, and prove in many points of view, highly beneficial to His Majesty's Naval Service, and act as a counterpoise to the rapid and still progressing improvement in foreign Navies."

GEORGE SMITH,
Commdr.

"For the sake of economy it is proposed that the Personnel of the Establishment should consist of no one but the Commander who is not already paid and victualled elsewhere. Therefore a Boat's Crew and Servant, which would be requisite, might be borne as part complement of the Flag Ship.

"A Party of Marine Artillery to be on board under an Officer and drill Sergeants to superintend when Seamen are sent for exercise, and to keep the Guns, etc. in perfect order. The Party to be exchanged from Head Quarters every three months, to enable the whole Corps to witness the operation and arrangement of the Material on Shipboard previous to their embarkation for Sea Service.

"The Collegians of the Naval College to be sent on board at stated periods, and also the Commissioned Officers who may be students at the College to have access to the Establishment."

This plan was accepted by the Admiralty in the following Board Minute, dated 19th June, 1830.

(COPY).

BOARD MINUTE: 19th June, 1830.

"Commander George Smith (a) to be appointed Supy. Commander of the Flag Ship at Portsmouth; and inform Sir Thos. Foley that the Commander is only so appointed to give him his pay and time, but that

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he is to reside on board the *Excellent* in Ordinary and to be charged with and employed exclusively in superintending an arrangement their Lordships have decided upon for the practice of Sea Gunnery and for the Instruction of the Gunners and others belonging to the Sea Service desirous of availing themselves of it, at the Port of Portsmouth; a Boat and boat's crew from the Flag Ship is to be appropriated to attend on Commander Smith during the day, and their Lordships have ordered Major Park commanding the Marine Artillery to place on board the *Excellent* on command 2 Subalterns and 40 Gunners with a proper proportion of Non-Commissioned Officers to assist Commander Smith in the aforesaid Duty."

"Acquaint the Admiral further that their Lordships have desired the Ordnance to supply for the *Excellent* a Gun of each nature and description, with every kind of Sight as well as each variety of Carriage, with small proportions of Ammunition for each—and he is to direct the filled Cartridges to be placed in the Magazine in the Guard Ship in the upper part of the Harbour and to be sent to the *Excellent* only in the quantity required for each day's exercise."

"The Admiral to send sufficient numbers of Officers and Men to hoist the Guns into the *Excellent* and to mount them when sent alongside of her from the Ordnance."

"Acquaint the Ordnance that their Lordships, having decided to place Officers and Men on board the *Excellent* in Portsmouth Harbour, to exercise, practice, and make experiments in Sea Gunnery, desire they will supply Guns and Ammunition as mentioned in the body of foregoing order."

In the summer of 1830 an establishment founded on the above suggestions was commenced on board H.M.S. *Excellent*, in Portsmouth Harbour, under the charge of Captain Smith, who was borne as Supernumerary-Commander on the books of the *Victory*. The first detachment of the Marine Artillery, who were

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to act as instructors on board the *Excellent*, were embarked in August, 1830, and parties of officers and seamen, from various ships, were occasionally sent there to learn the exercise then in force. A number of valuable trials of ranges from guns of different calibres were made over the mudbanks lying to the northward of the dockyard—a situation well adapted to artillery practice, and which Captain Smith had the merit of first pointing out. During this command he also perfected the invention of the moveable target which was named after him.

In 1832, the Board of Admiralty, at the head of which was Sir James Graham, and of which Sir Thomas Hardy and Sir John Pechell were members, decided to remodel the whole system of great-gun exercise and, what was of still greater consequence, to establish, for the first time, a regular school of naval gunnery instruction ; and, Captain Smith, having been promoted, the charge of the new plan was given over to Captain Hastings.

The following is a copy of the Prospectus compiled in February, 1832, by Sir J. Pechell, 4th Sea Lord of the Admiralty for the establishment on board the *Excellent*. It was addressed to Admiral Sir Thomas Foley, G.C.B., C. in C. at Portsmouth, for the information of Sir Thomas Hastings, Captain of the *Excellent*.

" Their Lordships having had under their consideration the propriety and expediency of establishing a permanent corps of seamen to act as Captains of Guns, as well as a Depot for the instruction of the officers and seamen of His Majesty's Navy in the theory and practice of Naval Gunnery, at which a uniform system shall be observed and communicated throughout the Navy, have directed, with a view to the formation of such establishment, that a proportion of intelligent, young and active seamen shall be engaged for five or seven years, renewable at their expiration, with an increase of pay attached to each consecutive re-engagement, from which the important situation of Master Gunner, Gunner's Mates, and Yeoman of the Powder

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Room shall hereafter be selected to instruct the officers and seamen on board such ships as they may be appointed to in the various duties at the guns, in consideration of which they will be allowed 2 shillings per month, in addition to any other rating they may be deemed qualified to fill, and will be advanced accordingly to merit and the degree of attention paid to their duty, which, if zealously performed, will entitle them to the important situations before mentioned, as well as that of Boatswain.

"Their Lordships have, therefore, deemed the *Excellent* with her present fittings (already placed in position where practice may be carried on with shot without risk of injury to any individuals) to be established as a sixth rate, with a complement of 200 men, and appointed Captain Sir Thomas Hastings to the command of her.

"The following instructions are sent for your guidance and that of Captain Sir Thomas Hastings in the execution of these duties :—

	Complement.	
Captain ...	1	
Lieutenants ...	4	
Surgeon ...	1	
Purser ...	1	
Asst. Surgeon ...	1	
Midshipmen ...	15	
Clerk ...	1	
Warrant Officers ...	3	
Ship's Cook ...	1	
Cook's Mate ...	1	
Carpenter's Crew...	2	
Armourers ...	1	
Purser's Steward ...	1	
Sick Boy ...	1	
		Boys of 2nd class
Captain's Servants	2	1
Gun Room ditto	2	4
Midshipmen's Berth	2	1
Warrant Officers' ditto	—	1
Purser's Steward	—	1
Marines ...	34*	—
Seamen Gunners	116	—
	190	10

* Including 1 Officer of Marine Artillery, 3 Non-Commissioned Officers and 2 Privates.

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" As in the establishment of the officers and crew of the *Excellent*, a Lieutenant, three non-commissioned officers, and two privates of the Royal Marine Artillery are included in her complement of Marines, it is intended that the theoretical instruction required for the officers and seamen gunners should be furnished by them, and you will take care that every facility and assistance be given them to insure the performance of this duty, the most material points of which are the names of the different parts of a gun and carriage, the dispart in terms of lineal magnitude and in degrees how taken, what constitutes point blank and what line of metal range, windage—the errors and loss of force attending it, the importance of preserving shot from rust, the theory of the most material effects of different charges of powder applied to practice with a single shot, also with a plurality of balls, showing how these affect accuracy, penetration and splinters, to qualify them to judge of the condition of gunpowder by inspection, to ascertain its quality by the ordinary tests and trials, as well as by actual proof, these being very indispensable qualifications; to instruct them also in the laboratory works required for the Naval service, such as making rockets for signals, filling tubes, new priming them, and filling cartridges, precautions in airing and drying powder, care and inspection of locks, choice of flints, correct mode of fitting them, etc., etc.

" You are to understand that it is the intention of their Lordships that the Gunners from His Majesty's ships in ordinary, and also from the ships in commission, when they can be spared, should assemble on board H.M.S. *Excellent* in divisions of such numbers as the Commander may deem convenient to carry on (assisted by the Marine Artillery already embarked in her) the fullest experiments as to the power and ranges of the various natures of sea ordnance from point blank to the highest elevation the ports of the *Excellent* will admit of (or as may be safely tried without danger of the shot reaching the shore beyond the mud banks), also the ranges at similar elevations with different

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reduced charges of powder, likewise the difference in the ranges when two shots are introduced instead of one (the two shots are as many as ought to be used for safety and effect), and in such cases to observe and note down the apparent divergence of both shots in the direct line. Also, if it can be tried with safety, the range and force of grape and cannister shots; and, in short, every experiment of such description as will tend to give the gunners and others who may attend such practice the more perfect knowledge of the exact powers of each nature of gun in every manner in which it can be tried.

"To facilitate these experiments, their Lordships consider that beacons may be fixed in the mud at different measured distances from the ship, say at every hundred or every two hundred yards, or at such other distances as may be found most convenient.

"At the same time that the above-mentioned experiments are carried forward it will be the duty of the Captain, and of the Lieutenants to assist him, to endeavour to ascertain the comparative value of the several descriptions of sights for cannon which have been submitted by various individuals, some of every kind of which the Board of Ordnance have been desired to cause to be put on board the *Excellent*.

"It is also their Lordships' intention that the efficiency of the improved tube boxes, powder flasks, and all other implements of every description connected with sea gunnery practice, should be proved, as far as may be done, on board the *Excellent*, and Captain Sir Thomas Hastings is to consider it an important part of his duty to report impartially his opinion on all the implements in question, and to submit for their Lordships' consideration any alteration of any of them deemed likely to prove advantageous by himself or any of the officers assisting him in conducting the duties hereby ordered.

"The Captain is also to make known to their Lordships any improvements he may have been informed of, either in guns themselves or in the mode

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of mounting or fitting or fighting them, or of the implements of serving them which may not have been furnished by the Ordnance Department to the *Excellent*, in order that they may cause them to be also supplied for trial and report. The improvements or inventions ought to be first submitted to the Admiralty.

" Another material branch of the duty of Captain Sir Thomas Hastings will be to perfect the gunners, and all others who may attend on board the *Excellent* for that purpose, in the established exercise or service of the guns, to the end that each of them may fully understand and be able to explain the object of every movement ordered ; that they may likewise understand perfectly the principal of the sights, moveable targets, and everything used in gun practice, either for exercise or real service.

" All these points, after being fully considered and tried in the various exercises and practice to be daily carried forward, are to be fully reported upon to their Lordships, in order that they may give directions for the general adoption of that system which shall be found and admitted, upon fair trial, to answer best in practice. A Register to be kept on board of all experiments, that the Commanding Officer may be able to contrast the results. A second Register to be kept of the exercises which are carried on daily, containing a nominal list of the persons under instruction.

" It is further to be understood that any ships in commission, the Captains of which are desirous of sending any portion of their officers, captains of guns, or other of their crews to attend the practice or exercise on board the *Excellent*, to gain instruction on any of the points detailed, are to be at liberty to do so, and it is to be an essential part of the duty of Captain Sir Thomas Hastings and the Lieutenants to give every useful information to persons so sent for instruction, and to advance them on the points most useful for them to understand to such an extent as the short time they can probably be spared will admit.

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" Their Lordships have requested the Board of Ordnance to give instructions to their officers to render every assistance in forwarding the objects of these instructions, and to supply such quantities of ammunition or other articles as may from time to time be required by Captain Sir Thomas Hastings and approved by you for the purpose above detailed.

" Captain Sir Thomas Hastings is to be assisted in conducting these duties by the Officer of Marine Artillery to the utmost of his abilities, and the latter officer is to be directed to obey whatever directions he may receive from Captain Sir Thomas Hastings or the Lieutenants for the objects stated whilst on this service.

" Their Lordships desire that you send a copy of this letter to Captain Sir Thomas Hastings, that he may be fully apprised of the duties he is to execute, directing him to govern himself and those placed under him accordingly. And you are also to give such further directions and assistance as you may deem necessary or advisable for the more perfect accomplishment of the objects explained ; and you are to cause Captain Sir Thomas Hastings to make a weekly return to you of each day's transactions and practice, noting the number and descriptions of persons attending on board each day, to which also is to be added any remarks the Captain may deem it right to offer relative to the occurences or details, and these weekly returns are to be regularly transmitted by you to me for their Lordships information.

" Certificates of qualification, founded upon the register before mentioned, should be given to each man, according to his merit and proficiency, on completing his instruction, and copies of the same transmitted to the Admiralty."

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CHAPTER III.

ENTRY AND TRAINING OF PERSONNEL.

THE inauguration of the Gunnery School marked a second important change in the administration of the Royal Navy, a change which led ultimately to the present long service system of enlistment.

There was formerly no system of retaining men in the Navy. When a ship was commissioned and went to a foreign station, the men remained in her until she came home, and then they were paid off. The marines went to the barracks, and the boys went to the flag-ship, but the seamen were paid off 'in toto.' A certain portion of the men thus discharged never returned to the navy. Some carried the fruits of their training to foreign flags, the larger number returned at periods dictated by their own inclination or convenience and not by any regard to the wants of the service.

The Captain of the *Excellent*, however, was empowered to enlist both men and boys for periods of five to seven years, with inducements by rise of pay, to re-engage at the end of each period. The age limit was 30 years and men so entered were trained as seamen gunners and drafted to other ships, whence later they returned to qualify for gunners, gunners-mates or yeomen of the powder-room.

A certain number were retained for the permanent staff of the establishment and it is on record that six marines, having completed their time in their own corps, re-engaged as seamen and continued their instructional duties in a new uniform.

The training of the boys constituted an additional function of the school ship, for which purpose the mizzen mast was kept fully rigged until 1869, when other training ships for boys were established. The

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entry and training of the boys was entirely under the jurisdiction of the Captain, who discharged them to the shore if unsatisfactory.

At that time the mode of manning the navy was entirely by volunteer enlistment, but it was so organised by the Admiralty, that when a ship was ordered home from a foreign station and arrived in England, some other ship was immediately commissioned; thus the men, when paid off, had the means of re-entering the service at once. When a ship was commissioned, the officers were appointed by the Admiralty, the marines were embarked from headquarters, the boys were sent from the flag-ship, and the rest of the ship's company was made up of volunteers, so that sometimes a ship waited months to complete her complement.

In 1846, the first step was taken, in regard to the remainder of the fleet, to retain men in the navy beyond the period of one commission. An order was issued, that on a ship being paid off, the petty officers and seamen who wished to remain in the service might go to the flag-ship, have six weeks leave, and receive their time and pay during that period, and on their return they might enter in any ship that they chose to select.

A certain number of men volunteered for general service, but the seamen generally preferred small ships and particular stations. Consequently there was always difficulty in completing the crews of the larger ships, and it was to these ships that the volunteers for general service were sent.

The manning Committee sat in 1852 and recommended that the continuous service system should be introduced, the men being engaged in the first place for a period of 10 years and subsequently for periods of five years. The man's time started at 18 years of age and he obtained his pension after 20 years service. These recommendations took effect in 1859.

Some idea of the system of training put into force by Captain Hastings may be gained from the following description which was written in 1832.

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" I shall now advert to the various duties on board the *Excellent*, remarking briefly, however, by the way, that in order to judge correctly of the manner in which they are attended to, they must be witnessed in person ; for everyone knows, that while it is the easiest thing in the world to make matters look smooth and beautiful on paper, these very things, when viewed close at hand, may prove anything but efficient. I have accordingly visited the *Excellent* many times, and having watched every part of the training and practice with attention, I venture to say that the promise is in the highest degree satisfactory. In the first place, you will learn, I am sure, with particular satisfaction, that not merely the seamen are instructed in their various duties at the gun, but also the midshipmen, of whom there are a considerable number on board—very fine and intelligent young men—and likewise the Commissioned officers. Every person, in short, without exception, on board the *Excellent* is required not only to make himself thoroughly—I may say familiarly, acquainted with the names of every part of the gun and carriage, to the smallest bolt, rope, or ring, but he must understand, and prove that he does understand, their several uses. For example, he must explain what is meant by the term " dispart," in terms of lineal magnitude and also in degrees ; how it is taken, what are its purposes, and what the consequences of error ; what is meant by "line of metal range " ; what constitutes "point blank" ; and, in a word, what is the effect on the range of a shot by elevating or depressing the gun. He must become acquainted with all the details relating to proportions of powder in the different charges, the effect of double-shotting, and so on. He must also prove that he is perfectly master, in his own person, of every part of the manual exercise ; and, by repeated drilling, both in working with his own hands at each of the stations into which the crew of the gun is divided, and in giving the word of command, render himself fully competent to take any station at any gun and under any circumstances.

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"I need not dwell on the various steps of this course of instruction, nor on the different time which it costs the different persons to acquire the proper degree of knowledge. No one, however, is allowed to advance from one stage till he is perfect in that which he is first set to. Thus, neither officer nor man is admitted to the actual firing practice, till he satisfies the commanding officer that he is completely versed in the manual exercise and in giving the words of command; and it is amusing to see the eagerness with which they desire to step up from the hum-drum routine of mere drilling without shot—a sort of playing at the movements—to the more exciting process of actual firing. The mere smell of powder, and the actual recoil of the gun, without help from the train-tackle, form sources of satisfaction; but when shot comes to be fired, and a mark aimed at, the animation of the process is multiplied many times, and a sensation akin to that of real service comes over the scholars' minds with a most salutary instruction. Indeed this union of practice and theory seems to be admirably managed by Captain Hastings; and, under him, the able officer of the Marine Artillery, Lieutenant Farrant, who appears to take the utmost pains to explain the purpose of every operation, even to the very minutest, to the seamen, as well as to the officers, who show, in the most satisfactory manner, the importance of this constant system of explanatory discipline. I was amused one day by Captain Hastings endeavouring—but for some time quite ineffectually—to explain to a sailor how to use his handspike to the greatest purpose in training his gun. The honest fellow had got into a habit, in some other ship, of using this lever to a great disadvantage. Captain Hastings however, instead of merely ordering the man to relinquish his own method, and adopt that of the system established on board the *Excellent* contented himself at first by requiring the man to move the gun about for some time, according to the method which he evidently considered the best. "Now," said the judicious commanding officer, "take

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notice how I use the handspike, and you shall try the difference yourself." The sailor watched the process with great attention, then resumed the handspike, and found, to his great surprise, that the gun now moved about with as much comparative ease as if, from a 32-pounder, it had been changed to a 12-pounder. "What think you now?" asked the Commander. "I'll never use the other way as long as I live, Sir," came the pithy reply.

"In a similar spirit, an admirable course of mathematical study is pursued by the young gentlemen, under a very competent instructor—a gentleman who lives with the commissioned officers as all persons in his situation ought to. He thence derives a degree of consequence and a degree of authority which it is utterly impossible can ever be gained by any schoolmaster living in the cockpit, and mixing at all times familiarly with those over whom he is expected to exercise control. I need not remark, although the principles of projectiles and all others involved in the science of gunnery are the especial objects of this instruction, the course of mathematics is so arranged as to be applicable to seamanship and navigation, and is thus calculated to render extensive service to the young men. In a humble walk, but one of very great utility, the seamen are also encouraged to improve themselves in reading, writing, and, to a certain small extent in cyphering. The men themselves appear to be fully sensible that an ignorant man cannot be a good gunner; as even the simplest problem of the art—that for instance, of disparting a gun—requires some knowledge of figures; those who cannot read soon discover the advantage which their better-informed companions possess over them, and they become eager to learn. It is found to be very useful, also, to have the means of studying at leisure the instructions for the manual and other exercises. Pride likewise enters into this matter; so that, from one motive to another, these incipient seamen-gunners appear to consider ignorance as a degradation, and having themselves

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become sincerely anxious to learn, they have been met more than half way; and one of their own number, formerly mate of an Indiaman, acts as teacher to the rest, with so much success, that in time an express rating will probably be added to the establishment for this petty officer.

"The gunners from all the ships in ordinary are directed to repair on board the *Excellent*, and are there drilled in the same course as the others; and although at first, as may very naturally be supposed, these worthy gentlemen conceived themselves rather humiliated by being put to school at their age, they soon discovered that they still had a great deal to learn, and engaged cheerfully and manfully in the task.

"The *Excellent* has been moored head and stern within fifty yards of the upper end of the Dockyard, so that her starboard side fronts the long extent of mud-banks, nearly in the direction of Fareham; and no guns are fired with shot except when the banks are covered with water. A red flag is hoisted on board the *Excellent* during such periods of practice and also on board another ship, lying about a mile further up. This signal is well understood by all the watermen, who take care to keep out of the line of fire. It will, however, not unfrequently happen, that boats do cross, in spite of this warning, and in spite of the still more ominous notice of shot grazing or spinning along in what is called duck-and-drake fashion. Whence this foolhardiness or stupidity arises, it is needless to inquire; but as it becomes the duty of the officers on board the *Excellent* to intermit firing when any boat is in the way, the signal flag at the distant ship is 'dipped' as it is called, or lowered half-mast, when any boat is passing so near as to render it unsafe to fire. It may be asked, why not fire when the tide is out? But it appears the eagerness of the people to pick up the shot is so great, that the risk would be greater. The shot so recovered by these "mud-larks" are carried over to Gosport and sold for a mere trifle to the iron-founders. Surely, it would be good economy in

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Government to receive back these shot, and to pay for them, not the full original value, of course, but something, probably much higher than the iron-founders can afford to give."

This suggestion was, later, put into effect, and it was not uncommon for a " mud lark " to earn as much as eleven shillings in a day, by returning shot to the *Excellent*. The family of Grub were particularly noted in this respect. These men used boards, like skis, for getting about in the mud and provided themselves with special iron implements for extracting the shot.

"Along the line of fire, or rather to the right of it, there has been erected a series of ten beacons, at distances of 100 yards, in order to estimate the different ranges or distances to which the shot reach at different elevations, and the more readily to distinguish the curious divergence which takes place between the paths of double shot ; as well as to determine the difference of range between the gun when single and double-shotted.

"It is extremely interesting to observe the generous spirit which pervades the whole of this interesting establishment. Everything is conducted with a degree of order, regularity, and good humour, which point out to those who have attended to such things, that one uniform and temperate system of discipline pervades the whole ; and it must prove a source of congratulation to the service at large, to think that the Admiralty have taken care to place an experiment of so much professional importance in the hands of an officer possessed not only of talents, zeal, and experience in war, but whose disposition, manner, habits of business, and acquaintance with the world enable him to apply his own practical and theoretical attainments to the very difficult task placed in his hands. The operation of teaching is at all times a delicate one, requiring much patience and forebearance, as well as ability and knowledge ; but when grown-up men become the pupils, and when there may be as much error to unteach as fresh instruction to impart, the work is

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greatly complicated. In addition to this course of regular professional duties, Captain Hastings must lay his account with holding many a weary and profitless discussion with the most persevering, unreasonable, and boring of all classes of mortals, inventors of new projects, who, as soon as they discover that an experimental ship is afloat, will pounce upon him with their thousand and one improvements on what is well enough already, backed by inapplicable remedies for what is defective; all vastly ingenious, and most of them very pretty on paper!

"No small degree of temper, too, will be required by the person in command of this establishment, to parry the multifarious objections of old-school officers, who decry all improvements and of new-school officers, who condemn everything that is old. Both of these classes of objectors are generally much more adroit at pointing out difficulties, than ingenious in devising remedies, or patient in listening to explanations of the object of modern contrivances. On ordinary service, the Captain of a man-of-war is allowed to rule his little kingdom far off at sea, without much external or immediate scrutiny; and although he too, God knows, has his heavy responsibilities he is at liberty to carry on his operations in the manner which best suits his own views, and free from interruption. But the commanding officer of an experimental ship, in such a thoroughfare as Portsmouth Harbour, can hope for no such peace, but must hold himself at all times ready to grapple with the minutest details, as well as the most generalized views of his subject, not merely in conversation with well-qualified and reasonable persons, but in arguments with those who, from mistaking their own judgments and errors for the ignorance of others, are apt to resist the introduction of new truth, in somewhat of the spirit with which they would repel an insult."

During her early years, the existence of H.M.S. *Excellent* as a gunnery school was challenged from time to time on the grounds of expense. There were many

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whose ideas of a smart ship were limited and who desired the whole available effort of her ship's company to be devoted to sail drill, paint and polish. While there is no denying that the means of propulsion of a fighting ship is the first consideration, and in the days of sail there was no finer training ground than her masts and yards, yet if she be a fighting ship she must be trained to fight.

It has been the business of many gunnery officers to urge upon their seniors the importance of their motto "Si vis pacem para bellum" and in some measure to deprecate the doctrine that the yacht-like appearance of a British ship constitutes "Britain's Best Ambassador." It was only human perhaps, that the senior officers of the day were restricted in their outlook by the rigid economy enforced by the Admiralty on both the public expenditure and their own private purse. The majority were on half pay, and during their limited periods at sea wished to enjoy the blessings of peace and full pay with every facility at their command.

It was against this tendency to inefficiency that the gunnery school began to exert a never-ending pressure. As a centre for young, keen and aspiring officers, a focus for experiment, research and progress, it provoked the animosity of the reactionary element, especially at the Admiralty. The following extract from the United Service Magazine of 1835 gives some idea of the most unsatisfactory state of affairs which ensued.

"We have some idle reports of the *Excellent* being reduced, if not discontinued, as the expense she is to the crown is estimated at about £30,000 a year; if the sum is so large, perhaps it is paying rather too high for a "whistle." But from Captain Hastings' great care and able, judicious instruction, with the happy tact he has of disseminating it, a very considerable number of officers and men have gained sufficient knowledge to teach others; and as there should be one uniform system of gunnery exercises on board a man-

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of-war, we apprehend no one for an instant will cavil at a moderate national charge. (The lads even, who study at the Naval College, are instructed in gunnery practices daily, according to the plan adopted on board the *Excellent*, and from the report of a bystander of the Royal Artillery, who witnessed the drill some weeks ago, they exhibited great proficiency). But it becomes a question, if a very high expenditure is to be annually incurred in keeping it up, as it may naturally be inquired, if numbers of those who have gone through the course of practical instruction in the ship, may not have become proficients, and able to impart their knowledge to others. It has always been considered a very short-sighted policy disbanding the Royal Marine Artillery. In these men able gunners were always to be obtained, and a few should have been embarked in every man-of-war and if the whole crew were put through the manoeuvres three times a week, that exercise would have been sufficient. It has been stated (but we do not place much reliance on it), that the Lieutenants who join ships after instruction on board the *Excellent* are ordered to report the state of the crew of the ship in gunnery practice, to the Admiralty ; unless the report is forwarded through and with the sanction of the Captain, the officer making it might be placed in a very invidious position."

As regards the life on board the old ships we turn to the following description written by Admiral Moresby, who qualified as a gunnery lieutenant in 1849.

" The *Excellents* of the present day, with their scientific surroundings and sumptuous accommodation, may find it hard to realise the lot of their predecessors in the forties ; but they need only look at the noble old *Victory* and they will see in her the *Excellent* of times gone by. She accommodated on the lower deck some 600 men training for gunners, messing between the long 32-pounders as in a sea-going ship. Aft on the lower deck the old gun-room was divided by a fore and aft bulkhead. On the starboard side it formed the

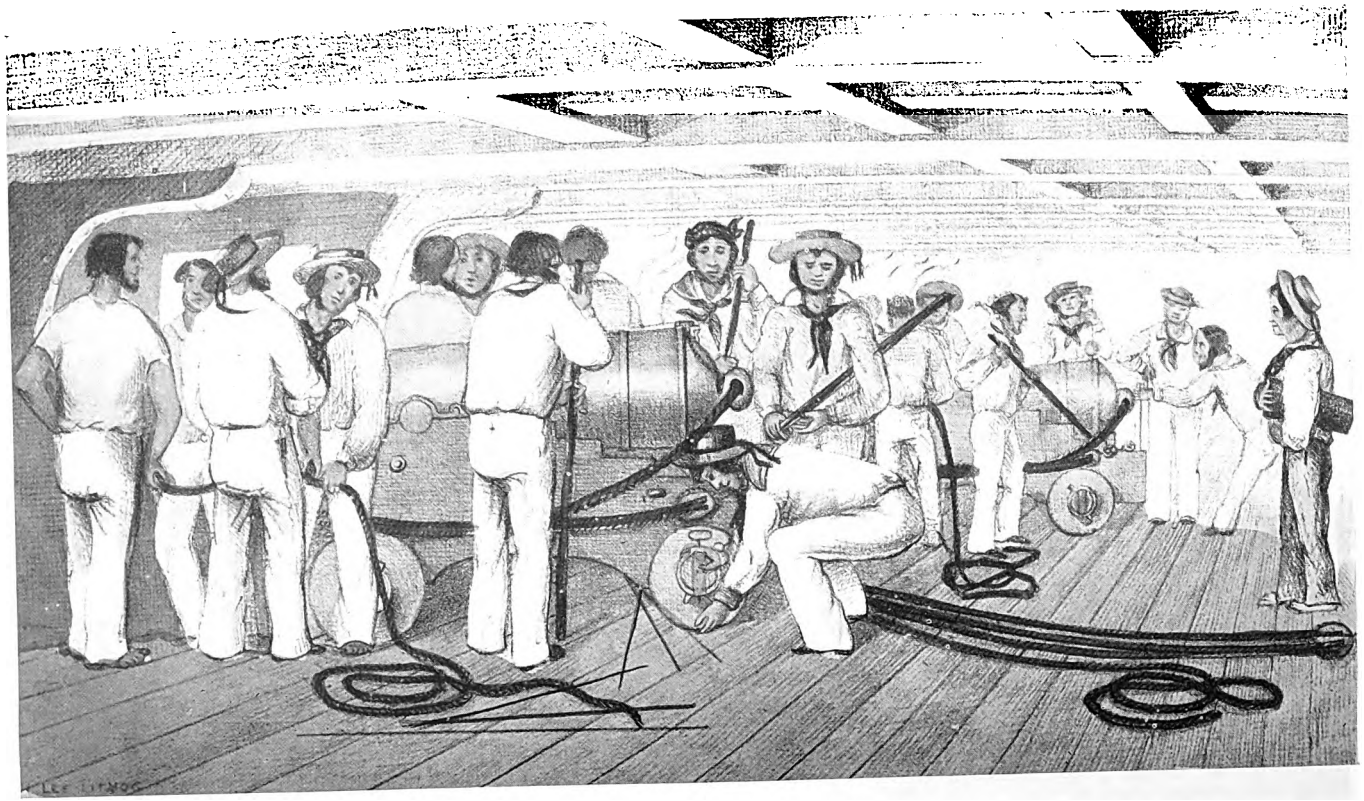
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mess place for some twenty mates, and on the port side they slung their hammocks and stowed their sea-chests. A precious babel it was in the morning when we turned out, chattering like starlings, and did what washing was possible in tin basins on our chests. Luckily there was a big entry port on the lower deck cut down to near the water-line, from which we used to take a header, and then rush to our chests and get our big joey servants to rub us down. It was half-an-hour's confusion of lithe young men laughing and shouting and running about half dressed, and the stiff pains-taking marines steadily looking after their respective masters.

" Under the poop was the mathematical study for all officers, and here a menagerie of diverse pupils confronted dear old Stark, our Scottish instructor. But nothing could disturb his Scot's phlegm except a break in his invariable routine, such as when an inveterate joker extracted the nail on which for many a year the Starkian coat was hung when he arrived on board. This ruffled him, and his mind wavered in patient bewilderment as he looked round and helplessly exclaimed : " Eh, mon ! what's this ? Eh, where is it gone ? " until even the culprit's heart relented, and he slid the nail back into its hole where the seeking hand could find it.

" In this, the most important part of our training, we were left entirely to our own devices. There was no attempt at classification or examination. The industrious who cared to work were helped ; the majority who did not, pleased themselves and escaped under a pretence by once in the forenoon carrying a problem up for explanation—a thirst for knowledge which apparently satisfied the authorities. Nor was there any stimulus, for the final certificates were so graduated into classes and sub-divided into grades that to obtain 3·3 required little more knowledge than rule-of-three, while to obtain a 1·1 meant a thorough knowledge of mathematics, and both equally

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Gun Deck of a Man-of-War, *circa* 1850

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qualified the holders to become gunnery officers and made no manner of difference to their future advancement. So that, as Lord Melbourne said in connection with the august Order of the Garter, there was really, " no d . . . . d merit " whatever to complicate the whole extraordinary system.

" The rest of the day was occupied in various classes, interrupted once a week by first quarters, when officers and men competed in great-gun drill. The guns were secured for sea, the decks cleared. Then as the stirring drums beat to quarters with a rush that made the old ship tremble, each crew took up its station, and proud was the one which, after loading and running out, first stood to attention. Generally, but not by any means always, this would be the officers' gun, and so also in the following evolutions.

" It was a fine struggle, and the big guns flew from one end of the ship to another like playthings. A crushed finger still reminds me how severely a bit of clumsiness could be punished at such times.

" The one other exercise, specially devised by the Captain, was known as " toggle and mount," and this always evoked much mirth, though the purpose was serious. After this manner did we toggle : all hands were massed on one side of the quarterdeck, variously armed, in the motley manner of the period with boarding pikes, tomahawks, cutlasses, pistols, and muskets, a party carrying scaling ladders. The poop represented the enemy's fortress, to be captured by bold assault over the poop-rail.

" When all was ready, we were marched round the forecastle, and on reaching the opposite gangway the order was given " toggle and mount "—that was the supreme moment, and with a frantic rush and suppressed laughter the ladders were toggled and upreared, and over the poop-rail we surged in impetuous attack, to be brought up by the taffrail as we cut and thrust wildly in the air. It was all exceedingly absurd and delightful.

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"The rest of our instruction went on in classes. Rifle-drill consisted of loading the unwieldy weapon with a 2-ounce ball wrapped in a greasy rag and hammered into the muzzle. The kick of these rifles always left their mark on the shoulder.

"Field-piece drill was highly popular—our instructor being the first-lieutenant, Thomas Hodgkinson, who had the reputation of doing the smartest drill in the service. At Rat Island, now part of the Gosport Victualling establishment, we made fascine gabions and field defences with all the relish of Uncle Toby and Corporal Trim, afterwards blowing them up with equal satisfaction. On one of these occasions the captain and commander came to superintend operations. "Stately stept they east the wall, and stately swept they west," and as they did so a most alarming incident took place. The explosion came off far too soon, and a flying baulk of timber, which might have broken anyone else's leg and welcome, struck the commander. I think we all expected nothing better than hanging, but as the accident eventually led to his promotion, the hurt was well salved. At all events we heard no no more of it.

"A considerable portion of our time was spent at the laboratory, where at the Firebarns we were taught to make rockets, blue lights, port fires, to fill the newly invented quill percussion tubes, and make up ball and blank cartridge. I cannot remember that any of this knowledge, excepting the making of blank cartridge, was ever of any use to any living human being, though naturally it recommended itself well enough to wholesome lads scarcely past the age of schoolboys.

"The owner of that fine old residence Cam's Hall, had complained that the shot from the *Excellent's* target practice, which always was in the direction of Fareham Creek, had come unpleasantly near his property. It was an opportunity we could not lose, and one dark night three of the mates, pulled up to Cam's Hall, dug a scattered looking furrow under the drawing-room window, laid the shot in it, and departed.

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"The horror of the household next day may be imagined; never was fear better justified, so they declared. The Commander-in-Chief was appealed to, and Captain Chads was ordered to investigate this very extraordinary occurrence. It took much to convince Cam's Hall that no right minded gun from the *Excellent* had done so nefarious a deed. Inquiries were then made as to the exits from the ship on the previous night, and the culprits, making honourable confession, escaped with a good dressing down."

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CHAPTER IV.

BIOGRAPHICAL HISTORY, 1830—1866.

Commander George Smith, 1830—1832.

IT has already been stated that the Naval Gunnery School was first established at Portsmouth in 1830. The first Officer appointed to take charge of the instruction was Commander George Smith, who had entered the Service on September 16th, 1808, as a first-class Volunteer, and had been promoted to Commander in September, 1829.

This was the first occasion on which an Officer had been specially appointed to supervise instruction in gunnery, and in addition, during his tenure of office the system was inaugurated of referring all inventions and suggested improvements in gunnery to the *Excellent* for consideration. For his work in the *Excellent*, and as a reward " for improvements in gunnery " he was promoted Captain on 13th April, 1832, and went on half-pay.

The King, when in the royal stand at the Ascot races, in 1832, was struck on the forehead by a stone, deliberately flung at His Majesty by a man named Denis Collins. The ruffian was immediately seized by Captain Smith, who happened to be standing near. It appeared that the man had served in the Royal Navy and had been expelled from Greenwich Hospital, of which he was an in-pensioner, for misconduct. The man was committed to gaol. Fortunately, His Majesty received no serious injury.

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Captain Thomas Hastings, 1832—1845.

On April 13th, 1832, a more senior Officer was appointed in the person of Captain Thomas Hastings, familiarly known as "Old Stings." This appointment was evidently a recognition of the growing importance of gunnery in the official mind.

During his tenure of office the duty of Captain-Superintendent of the Royal Naval College was combined with that of the Captain of the *Excellent*, as it was recognised that the training of young officers must embrace a proper instruction in gunnery. Captain Hastings held the dual office for the last six years of his time in the *Excellent*, i.e., from 1839-1845.

The improvement in the gunnery of the Navy, which has been described in the previous chapters, took effect during this time and the bombardment of Acre in 1840, furnished a most convincing proof of the results obtained in war. The following is an extract of a letter from a Naval officer, dated off Beyrout, October 1st, 1840:

"A most beautiful manœuvre was successfully performed this morning. You must know what a bright look-out is kept for deserters from the enemy, who are anxious to get on board our ships, and if they are caught before they get down to the beach they are killed. This morning, a poor fellow was observed by us, sitting down under some rocks, and at the same moment it was discovered, that two fellows were hurrying down with drawn swords to despatch him, and two others were posted on a point to shoot him, should he take to the water. In two minutes, the poor fellow, who had deserted, would have had their swords through him, or else his head cut off, and he was conscious of their proximity to him when a nice little 32-lb. shot fired just over the head of the victim put to rout the pursuers. He was perfectly aware that the shot that had passed over him was meant for his protection, and crouched as closely as possible to be out of the line of fire. A boat was immediately

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manned and armed, and sent to the spot the man was on, but before she reached him, another attempt was made by the Egyptians, to get at the victim ; the same kind of messenger was again sent flying over boat and man, right at the soldiers, and in a few minutes, the life of a fellow creature was saved, who had been compelled to serve a tyrant he detested. When he got on board, he said he felt secure when he found that the guns of the English ship were pointed at them. It is a proof of the perfection at which Naval gunnery has arrived ; and another proof was given yesterday—three guns were ordered to be pointed at a hole in a castle, not more than four feet in diameter, through which three fellows were looking out, to fire upon our boats inshore ; the whole went off as one gun, and every shot went slap into the hole. We found out afterwards from a deserter, that it broke one man's back, knocked another's leg off, and killed the third."

The honour of Knighthood was conferred on Captain Hastings at the termination of his long command, and on leaving the *Excellent* he was appointed " Storekeeper of the Ordnance."

Captain Henry Ducie Chads, 1845—1854.

This Officer had the distinction of being the first Captain of the *Excellent* who had served in the famous ship at sea. He also held the appointment for the second longest period, being only exceeded by his old friend and predecessor, Captain Sir Thomas Hastings.

Captain Chads entered the Service on October 25th, 1800, joining the Royal Naval College at Portsmouth. In September, 1803, he embarked on board the *Excellent*, 74, Captain Frank Sotheron, attaining the rank of Midshipman in August, 1804, and served in the ship in the Mediterranean until August, 1806, being present at the defence of Gaeta and the capture of Capri. It was due to employment in these waters that the *Excellent* was not present at Trafalgar.

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Young Chads joined the *Excellent* not long after the famous Collingwood had been her Captain, and it is clear from a memoir written of Chads by a brother officer, that he had imbibed very fully the deep sense of duty, discipline without harshness, solicitude for officers and men under his command, personal rectitude and adherence to straightforward religious principles which so clearly distinguished that great Admiral. He came under the immediate notice of Admiral Lord Collingwood by copying charts for him in a very efficient manner, and his contact with that wonderful personality had undoubtedly a great effect in shaping his future life and career.

In July, 1810, as a Lieutenant, he was responsible for the landing of the troops previous to the conquest of the Ile de Bourbon (Reunion), and was publicly thanked by Lieut.-Colonel Keating. On August 13th he particularly distinguished himself at the capture of Ile de la Passe, the key to Grand Port in the Isle of France, Mauritius, being sent with the launch and cutter of the *Iphigenia* to the *Sirius*, 36, Captain Samuel Pym, assuming command of the storming party after Lieut. G. R. Norman had been killed.

Later in the month he took part in the gallant but unfortunate operations which ended in the destruction of the frigates *Sirius* and *Magicienne* to prevent them falling into the hands of a superior French fleet which had made an unexpected appearance. The *Iphigenia* played a gallant part in affording all the assistance she could, attempting to get the *Sirius* off a sandbank on which she had grounded, and taking off stores from both ships.

Lieut. Chads now had the mortification of being a prisoner in the hands of the French and remained so until the Island of Mauritius was re-captured by a British squadron commanded by Vice-Admiral Albemarle Bertie, in the *Africaine*, 38. The *Iphigenia* and *Nereide* were thus restored to the British, but the latter ship was found to be unserviceable.

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On August 17th, 1812, he was appointed to the *Java*, 46, as senior Lieutenant under his former Captain in the *Iphigenia*, Captain Henry Lambert. This ship was detailed to convey the newly appointed Commander-in-Chief, Lieut.-General Thomas Hislop, to Bombay.

The ship left Spithead on November 12th, with two East Indiamen in convoy. The crew consisted of 397 raw and inefficient men and when off the coast of Brazil, they fell in with the more heavily armed and better manned American ship, *Constitution*, carrying 55 guns and a crew of 480 trained men, under Commodore Bainbridge.

The ensuing engagement lasted for nearly four hours, Captain Lambert was mortally wounded and the command devolved upon Lieut. Chads. The *Java* lost 22 men killed and 102 wounded, and the ship being now in a sinking condition he was forced to strike to a superior opponent, but not before considerable loss and damage had been inflicted on the enemy.

On their return home in April 1813, a court-martial was held at which Lieut. Chads and his surviving officers and ship's company were honourably acquitted.

Shortly afterwards, on May 28th, 1813, he was appointed to the command of the *Columbia*, sloop, which he joined on the North America Station. He was employed in the capture of Guadeloupe from the French and when in this ship began his efforts to form a science of naval gunnery, his ship soon becoming a model for others in this important and hitherto little recognised particular.

On November 24th, 1815, he was paid off, after the conclusion of peace and though promised promotion as soon as possible to post rank, Commander Chads was kept eight years on half pay. During this period he devoted much time to the sport of shooting and inured himself to hardship and an absolute disregard for the weather. This voluntary training was to stand him in good stead in his next employment.

He was appointed on November 22nd, 1823, to the command of the *Arachne*, 18, in which he proceeded

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to India and on his own responsibility joined in the expedition against Rangoon, under Major-General Sir Archibald Campbell, to whom he rendered, as Commander-in-Chief of the flotilla on the river Irrawaddy, most conspicuous and valuable assistance.

The Squadron in the East Indies was under the command of Commodore Grant and consisted of the *Larne*, 20, Commander Frederick Marryat (the famous novelist); *Sophie*, 18, Commander G. F. Ryves; *Slaney*, 20, Commander C. Mitchell; *Liffey*, 50, Commodore Grant, and the paddle steamer *Diana*, which was purchased locally and was the first ship of the kind seen in Indian waters. These ships, together with transports and four East India Company's cruisers assembled on May 2nd at a rendezvous in the Andaman Islands, and later proceeded to the attack on Rangoon. These first operations were easily successful and Captain Marryat succeeded to the command which Commodore Grant relinquished owing to illness. Commander Marryat was promoted into the *Tees*. Commander Chads, arrived on September 11th in the *Arachne*, and took the responsibility of remaining as he was the senior Naval Officer.

Further lengthy operations were conducted in this campaign and the sickness and mortality were very heavy, but Chads never suffered ill effects, his rigorous training when on half-pay having hardened his constitution.

On January 22nd, 1825, the *Alligator*, Captain Thomas Alexander, arrived from England and this officer being senior to Chads, assumed command. He died on November 7th, and Chads was appointed to the command of the *Alligator* and again became Senior Naval Officer, on January 3rd, 1826, when Captain Sir Thomas Brisbane, C.B., in the *Boadicea*, 46, left the station.

These arduous and difficult operations were not brought to an end until the spring of 1826, and the force was finally broken up in May. For their services Captains Chad and Marryat received the C.B.

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As Senior Naval Officer, Captain Chads had to remain to deal with the peace treaties, and he also conveyed to Calcutta the first instalment of indemnification money paid by the Burmese. He then proceeded to England and paid off the *Alligator* at Plymouth on January 3rd, 1827. He was now destined to remain on half pay for some years, not being employed again until 1834, except as Commissioner to enquire into the loss of the female convict ship *Amphitrite*, which was wrecked on the coast of France. This proved to be a mission requiring much tact and ability, chiefly owing to charges of neglect and barbarity in the French press, but Chads was able to form a clear judgment and received a letter from the Admiralty approving his conduct "under very trying circumstances."

It was characteristic of Chads that he refused to accept any remuneration for this service, saying that he was glad to be of service to his country and only wanted a ship.

On January 2nd, 1834, he was appointed to the *Andromache*, a 28-gun frigate detailed to take Lord Napier as Commissioner to China. He received 48 hours notice to proceed from Portsmouth to Plymouth, which was not very long for a coach journey in winter, and on arrival in China he joined with the *Imogene*, 28, Captain Price Blackwood, and did much to put British trade in the East on a proper footing. This was not accomplished, however, without lengthy naval operations, the principal event being the passage of the Bogue forts in September, 1834.

His next service in the *Andromache* was the suppression of piracy in the Malay peninsula, and he was appointed joint Commissioner with Mr. (afterwards Sir George) Bonham, Governor of Singapore, for this purpose. These duties again involved much arduous boat service, but it was all carried through with much care and thoroughness, Captain Chads receiving a gold sword from the East India Company, and other costly gifts from the merchants of the Presidencies.

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It is clear that Captain Chads was energetic in his efforts to increase the gunnery efficiency of his ship. The following is a description of an evolution carried out by H.M.S. *Andromache,* in Madras roads in 1836.

"The ship was at anchor with her guns secured when the crew beat to quarters. In one minute and twenty-five seconds, the guns were cast loose, and the ship fired a whole broadside at a floating buoy 600 yards distant, round which shots fell very close, notwithstanding there was a fresh breeze and a good deal of swell. Immediately after the broadsides, the boats of the ship were piped away, manned, and armed for action. Three well-appointed double-banked cutters, each with a gun in her bow, kept up a rapid and well directed fire upon the buoy, and then made sail together by signal. The boats were very well handled, and their gunnery was admirable. Considering that His Majesty's ship is on the reduced peace time establishment, her highly efficient condition as a British man-of-war reflects very great credit on her gallant captain.

"It appears that she fired four broadsides in three minutes and twenty-two seconds.

	Hour	Minutes	Seconds
Beat to Quarters ...	11	35	25
Fired first gun of four broadsides	11	36	50
Fired last gun of four broadsides	11	40	12
Beat the retreat, and all the guns secured	11	42	24

"Six minutes and fifty-nine seconds only elapsed from the beating to quarters, clearing away heavy guns for action, firing four broadsides, and securing guns for sea—and this with heavy rolling."

He paid off the *Andromache* in 1837 and again went on half-pay. During this period he was appointed on a Commission to enquire into and relieve the distress caused by famine in the west of Ireland. To this duty he brought all his energy, judgment and tact, not to

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mention his extreme care in the distribution of public money, which many others would have sought to expend with a lavish hand.

He received the thanks of the Treasury and again declined to accept any payment for his services.

On the 20th August, 1841, he was appointed to the *Cambrian*, a 36-gun frigate in which he conveyed Lord Ellenborough, the new Governor-General to India. During this commission Chads did much to bring the gunnery in his ship to perfection, and he also did everything possible to prevent depression among the men and to avoid the sickness which was always so prevalent in ships on that coast. Sir William Parker returned home in 1844 and Chads became Commodore until his return in the following year.

He did not have long to wait on this occasion for his next employment, being appointed on the 28th August, 1845, as Captain-Superintendent of the Royal Naval College and Captain of the *Excellent*.

He devoted his entire energy to this appointment, and it would have been difficult to find anyone more suited to it. During his tenure of office he declined several other appointments, including a seat on the Board of Admiralty, his reply always being that he felt he could be of more value to his Country and the Service where he was.

It would be difficult to enumerate all the improvements and changes which so quickly succeeded each other in these years, but perhaps one of the most important was the introduction by him of a concussion shell, he feeling its necessity owing to the invention by the French of a percussion shell, superior to any hitherto used.

He introduced the principles by which cartridge and shot could be placed in the gun and rammed home together, which had always been strictly avoided hitherto. He greatly developed the use of shells, introduced the system of hanging them up between

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decks, and adjacent to hatchways. He introduced radical reform in such matters as supplying powder, stowing magazines and it may be said that he laid the foundation of the modern system in these matters.

But it was not to the material side that he devoted all his energies. To him material, training, seamanship, gunnery, personnel, were all inseparable parts of one unit. He believed that gunnery was ultimately the one thing that mattered in a fighting ship and thus we find him instilling quickness and precision in most practical gun drills and exercises, also drills for fire-quarters, and for boarding and receiving boarders, though he resolutely set his face against the system which was then gaining ground of training seamen as soldiers as far as drills with carbine or rifle were concerned.

Chads placed himself in touch with all the inventors and others who were devoting their attention at the time to any matters which might be of use or value to the development of gunnery and kindred sciences. Some idea of the work undertaken may be gathered from Sir Howard Douglas's masterpiece "A Treatise on Naval Gunnery" the third edition of which was published in 1850, and from the book entitled "Experiments, etc. in His Majesty's Ship *Excellent* during the Superintendence of Captain Sir Thomas Hastings and Captain H. D. Chads, from 1832 to 1849" which was published in 1850, and also a later edition of the same, from 1832 to 1854. These works may be considered the forerunners of the present day system of gunnery manuals.

In 1850, Captain Chads accompanied a party of officers sent at the invitation of the French Government to witness a great Naval display at Cherbourg. He sent a valuable report on his observations on that occasion, referring particularly to the value of shore defences in the light of recent improvements in gunnery and the increasing range of guns. He was a strong advocate of the use of forts at such places as Spithead, and also of the necessity of maintaining an adequate

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reserve of trained seamen. In this connection he submitted many proposals for increasing and keeping in an efficient state the Coastguard service, and for a Naval Reserve of merchant seamen.

Perhaps our account of his long tenure of office as Captain of the *Excellent* may be concluded by a reference to the deep personal interest which Captain Chads took in the officers and men who passed through the Gunnery Ship. He fully realised the difficulty of separating the wheat from the chaff and did his utmost in framing the different courses of studies, to develop individual talent.

Captain Sir Thomas Maitland, 1854—1857.

(Age on joining 51 years).

Before joining H.M.S. *Excellent*, Captain Maitland saw service in China in command of the *Wellesley*, 72, for which he received the C.B. His period in command is memorable for an event of far-reaching importance which took place in 1856, namely, the purchase of Whale Island by the Admiralty, for £1,000.

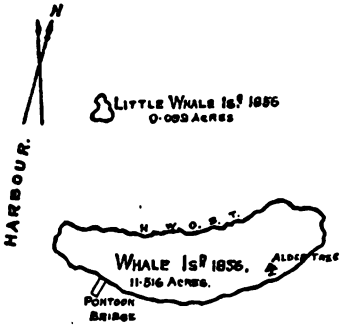


Plate IV

Whale and Little Whale Islands, 1856

There existed to the northward of the Dockyard, two small islands, chiefly composed of mud. The oldest charts of Portsmouth mark them simply as "Waley." The larger of the two was about 11½ acres in area and at high water had the appearance of a whale's back, a probable explanation of the origin of the name.

Plate IV shews the islands as they appeared at high water in 1856. At that time they were called the Big and Little Whale Islands. The smaller island was only

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about one-tenth of an acre in area. They were quite barren, except for a small elder tree on the larger island, which is still preserved, though it has been moved several times in the course of its existence. The larger island was used by the *Excellent* for parties of men doing rifle drill and a small pier was built at the south-west corner to facilitate landing.

During his term of office the question of iron plating of ships for protective purposes was being developed, and also the building of forts for the better protection of Naval bases. The latter subject, as we have already mentioned, had been strongly urged by Captain Chads. For the rest of his time in the *Excellent*, it may be said that he continued and developed gunnery and gunnery training along the definite and sound lines of his predecessor.

Captain Richard Strode Hewlett, 1857—1863.

Hewlett first served in the *Excellent* as Commander from 1846 to 1850, during the time of Captain Chads. Shortly after he was promoted in 1852, he was appointed to command H.M.S. *Edinburgh*, then a tender to the *Excellent*, his name being borne on the books of the latter ship (additional). After a period at sea, when she flew the flag of Rear-Admiral Chads, the *Edinburgh* became the Gunnery School at Devonport. She was relieved by the *Cambridge* in 1856. Captain Hewlett had, therefore, considerable experience in gunnery appointments.

It was in the previous year that the first rifled field gun, built on an entirely new principle, was submitted for trials by Mr. William Armstrong (afterwards Lord Armstrong). After long experiments the principle was adopted for 110, 40, 20, 12, 9 and 6-pounder guns. No doubt Captain Hewlett as Captain of the *Excellent* had a great deal to do watching and carrying out the numerous experiments, which took place during this period. It was not, however, until after he left the

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Excellent, that the use of smooth-bore guns was finally discontinued.

During his time in the *Excellent* the controversy as to the respective merits of the Armstrong and Whitworth types of guns raged unabated. Captain Hewlett and his staff in the *Excellent* appear to have favoured the Armstrong system, but this may be partly due to the fact that a cast-iron 80-pounder Whitworth gun had burst on board that ship in 1859.

It was not until 1865 that the first distinctive Woolwich guns were made, Sir William Armstrong having been Superintendent of the Royal Gun Factories prior to that date.

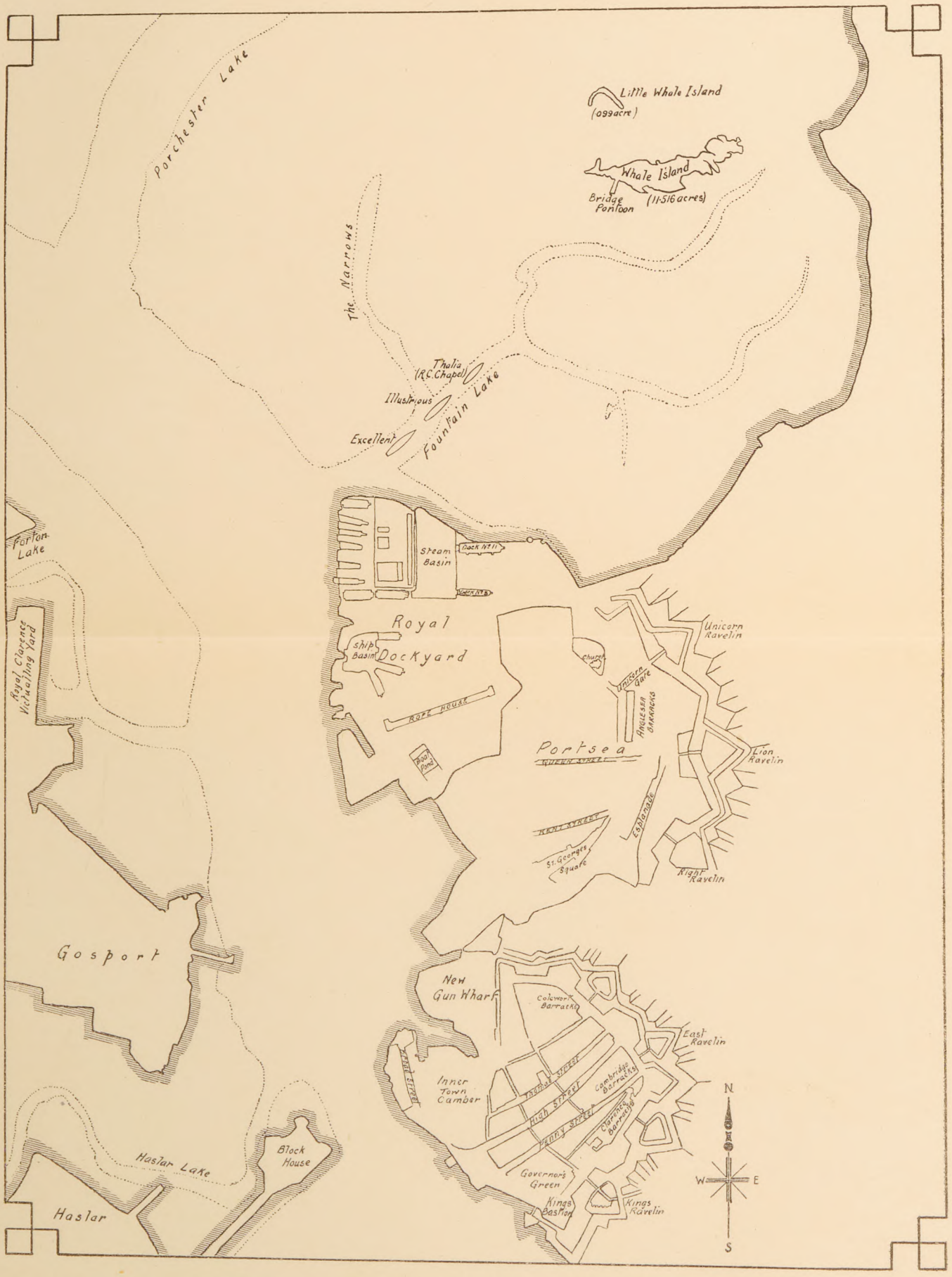
Captain Hewlett gave evidence before the first Committee on rifled Cannon, in 1858, of which Captain (afterwards Sir Andrew) Noble was Secretary, and also before the House of Commons Committee on Ordnance in 1863, which had to deal with much of the evidence regarding the respective merits of the Armstrong and Whitworth types.

It is interesting to record here that about 1860 a Committee on Plates and Guns discussed the question of a design of heavy gun suitable for sea or land service. Artillery Officers pressed for a gun weighing 7 tons, but the Naval Officers doubted whether such a heavy gun could be carried on board ship. A compromise was effected and guns of 6½ tons were made, which were called "Somerset" guns after the Duke of Somerset, then First Lord of the Admiralty.

It was in 1859 that the first rifle range was built on the Big Whale Island, by 1863 it had been completed as far as the 400-yard firing point.

In 1861, the crowded state of the mess-decks made it necessary to increase the size of the establishment. H.M.S. *Illustrious* had been used for some time for instruction in the Armstrong guns, with which she was armed. At the request of Captain Hewlett, she was moored ahead of the *Excellent* and connected by a gangway, the masts were taken out of her and the cabin bulkheads were removed from the main and

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Portsmouth Harbour showing position of Whale Island in 1862

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lower decks, also the lower deck was re-armed with common heavy 32-pounder guns. She remained in this position until 1865, when she was found to be unserviceable and was replaced by the *Calcutta*.

Captain Astley Cooper-Key, C.B., 1863—1866

(Age on joining 42 years).

Cooper-Key first joined the *Excellent* about ten years after she had been established as a gunnery ship, when the prevailing opinion among Naval Officers was that the first and most important thing was a thorough training in seamanship. Gunnery was looked upon by most as a side-show, but Cooper-Key was different and foresaw that this science had a great future and applied himself vigorously to master it. He came out second in the examination and was promoted Lieutenant on 22nd December, 1842.

While serving in the *Curacoa*, 24, in 1843, Cooper-Key persuaded the Captain to allow him to "*exercise the men firing at a target*," which he did with some success at a range of 500 yards, the results in spite of the heavy roll surprising all on board.

Unlike most Officers of his day, Cooper-Key early saw that steam navigation would develop in the future, and he took every opportunity to study and master the subject. With this motive actuating him, he applied to go to the *Gorgon*, a steam paddle sloop (screw propulsion had not been introduced), which ship was cast ashore on the coast of South America, on the 10th May, 1844.

The ship lay in such a position that it was necessary to remove all her masts, yards, paddles, guns and every portable weight, and to excavate an enormous quantity of sand, form a dock, arrange floating pontoons and "camels." The result was that it was eventually possible to heave the ship by stages through the mud until she was again afloat on the 30th October. Most

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of these emergency arrangements were due to the fertile genius and sound engineering knowledge of Cooper-Key.

Captain Cooper-Key saw service in the Baltic during the Crimean War of 1854, when he commanded the *Amphion*, a screw frigate, and took part in the bombardments of Bomarsund and Sveabourg, for which he was awarded the C.B. He also commanded the Naval Brigade in the operations against Canton in 1858. In 1860, he was put in charge of the " steam reserve " at Devonport. Steam vessels were largely in an experimental state at that time, and the duties he had to perform were more like those of the Director of Naval Equipment of to-day. He had to see also that all ships were fitted in the most up-to-date and serviceable manner. This necessitated much experimental work and trials of new ideas. It will suffice to mention that among the changes he introduced were the placing of anchor capstans forward, also the balanced rudder.

He did much to save the nation from the supply of obsolete forms of stores and fittings, and encouraged the adoption of loose blades for propellers. He also opposed the use of " lifting " screws. This, however, was not abandoned until many years later.

While at Devonport he had much to do with the engine-room side of the Navy and saw the necessity for having Engineer Officers and subordinate artificers, the former being trained in the theory of steam and engineering as well as in practical knowledge of boilers and machinery, the latter being the practical workers. It had been the custom to recruit suitable youths in the dockyard to form the engineer-mechanics who went afloat in the ships in the early days of the steam Navy.

Engineering Colleges were set up later and the rating of Engine-room Artificer was first introduced in 1869, both these steps being the direct outcome of his proposals.

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Captain Cooper-Key was appointed to the command of the *Excellent* on June 30th, 1863, at a time when many important changes in the composition of the Fleet were taking place. The first ironclads of the *Warrior* class had joined the Channel Squadron, and the second batch, the *Northumberland* class, were under construction. It was thought at the time that these ships represented a balance between sail power and steam, and between armour and gun; the idea that such a balance was impossible hardly being considered. There were many who considered that ships could only be built to carry a limited thickness of protection and weight of gun, an opinion little in advance of those who predicted that a ship built of metal as opposed to wood might sink.

Considerably more use was now made of Whale Island for shore training. In 1864, the first pier was built for the Island, and it was lengthened from time to time. It was built by men from *Excellent*, and most of the material used was obtained from the old Frigate *America*, which was aground for many years at the mouth of Whale Island creek, near where the boats are now moored. The old pier was covered up as the Island was extended, and a new pier built further out.

About this time big extension works were in progress in the dockyard, the material dug out of the new docks and basins being used to reclaim land for extension of the dockyard. This was completed by 1867, and the sea wall built. The material was then used to reclaim the land between Big and Little Whale Islands.

To facilitate this work a viaduct was constructed from the dockyard to the east corner of Big Whale Island, and the deposit from the dockyard, was brought over in railway trucks and dumped, thus gradually forming the present Island. This process continued until 1880, by which time the Islands had been joined and increased to the size shown in PLATE VI. As the Island increased, the railway was pushed further inland, thus reducing the labour, which was furnished

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by convicts. Some targets on piles were also placed on the mud to the westward for rifle firing at 500, 600, and 800 yards, the firing points being at the spots shewn in PLATE VI.

During this time the old *Excellent* remained the Gunnery School, the Island being used for *Rifle Firing and Drill* only.

The first house was built in 1864 by seamen of the *Excellent*, under Mr. Reeves, gunner, who occupied it when completed. It was called " The Excellent house that Jack built," and was in the S.E. corner on the spot shewn in PLATE VI. The elder tree already mentioned was in the garden, and remained there until 1890. The house, which was demolished in 1887, had three rooms built on to it in about 1868, one for Lieutenants and one for Gunners to lunch in, and one room for the seamen. If Sub-Lieutenants lunched on the Island a canvas screen was put up in the men's room.

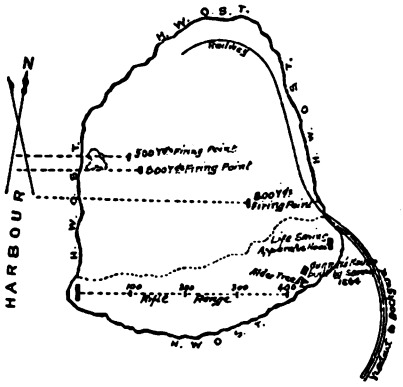


Plate VI

Whale Island 1865 to 1880

The old teak-built 84-gun ship *Calcutta* had been for a long time lying out of commission at Devonport, and in the summer of 1865 was turned over to the *Excellent* as " Experimental Gunnery Ship," to replace the *Illustrious*. The *Calcutta* was ultimately connected to the bows of the *Excellent* by a suspension bridge. Just before she commenced this duty a ball was held on board alongside the dockyard, the Authorities being ultimately persuaded to connect gas and water supplies for the occasion. Owing to the clear deck space and the trouble spent on rigging it all up, it must have been one of the most elaborate functions ever held on board ship.

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The Excellent House that Jack Built, 1864

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The difficulties of a Captain of the *Excellent* at this time can be appreciated when we consider that no department for dealing with gunnery or ordnance existed at the Admiralty, and that all ordnance supplies were controlled by the War Office, the expenditure thereon appearing in the Army estimates.

It had become a definite policy of the Admiralty to refer all armament questions to the *Excellent* for consideration. This meant that the establishment was brought into direct contact with all the inventors, designers and originators of proposals, good or bad. This was all very well so far as it went, but it will be seen that the Captain of the *Excellent* could do no more than express his opinion, and that final decision was made elsewhere. It must also be borne in mind that public opinion was very much roused at this time owing to the various controversies then raging on the subject, and ill-formed as it usually is, was insistent on changes, not necessarily in the best directions from a better-informed or Service point of view.

Endless controversy centred round such questions as the merits of rifled versus smooth-bore guns, the weight of charges to be employed, and the thickness of armour required. All these matters required calm and careful consideration in the *Excellent*, and we find Cooper-Key, at the end of 1863, giving his clear and reasoned opinion that the 6½-ton smooth bore 100-pounder gun was the best for Service purposes, either against armour or for working from behind armour. They should have 30° of training each way (a revolutionary proposal), and be capable of elevation to give 3,300 yards range. If attention could be directed to improving the projectile and the quality of the powder, this gun should be effective against 5½″ armour at 800 yards. He was also of the opinion that a gun of 6½ tons was the heaviest which could be worked in a seaway.

It was still the definite opinion of the Navy that rapid-firing guns, capable of penetrating the side of a

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ship at short range, were preferable to breech-loading guns with increased energy and the disadvantage of longer barrels. It must be remembered that most of the ships, against which they would be likely to be used, were made of wood, and that the idea still prevailed that all actions would be fought at close quarters, and guns fired mostly on the beam, though it was admitted that guns having longer range might be useful when chasing an enemy.

Attention began to be directed to gun carriages, the old-fashioned wooden pattern being inadequate for the improved and heavier guns of this period. Slide carriages had been used for the guns mounted on the upper deck of the steam paddle vessels, but it was hardly thought that this system could be used between decks. The old idea still prevailed that a large number of guns should be mounted between decks to give a rapid broadside fire.

Cooper-Key must have had a difficult task, amid all the conflicting opinions and suggestions put forward from all sides, but he was able to make up his mind, and in 1866 he urged that breech-loading guns should not be adopted for the Navy and that those already in use should be withdrawn. This course was adopted and only muzzle-loaders were used for nearly 20 years afterwards, the reversal of the decision and the introduction of breech-loaders following the formation of the Ordnance Committee in 1881.

In February, 1864, he reported favourably on a new form of carriage made of wrought iron and invented by Commander Scott, R.N. The feature which he particularly liked was the compressor. His zeal, however, in introducing improvements brought him into conflict with the Controller, who considered it "undesirable to introduce additional mechanism for working guns on board ship, until it was found in what respect an extension of our present means is insufficient"

To this was added the opposition of the Royal Carriage Department at Woolwich, who desired to adhere to the use of all-wood carriages, but they were eventually

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forced to give way and produced a compromise in the form of a wood and iron carriage. This form was adopted for the guns of the *Achilles* and *Hector*, new ironclads then building, but it was found that the carriages as supplied embodied many modifications introduced by Woolwich, without the knowledge of the *Excellent*, or any enquiry having been made as to their suitability on board ship. This question of War Office control over Naval Ordnance was taken up by Sir John Fisher, when Captain of the *Excellent* about 20 years later, but was not finally altered until 1909.

In February, 1865, Rear-Admiral Symonds suggested a system of power working for the heavier types of mountings, but Cooper-Key was averse to this, though he rather favoured another inventor's proposal of mechanical training for broadside guns.

Woolwich brought out their own idea of a compressor. This Cooper-Key considered inferior to the latest Armstrong system, in which the operation was automatic, whereas in the Woolwich design it had to be set up by hand, with the obvious danger of the gun being fired before this had been done.

In the latter part of 1865 and beginning of 1866, Cooper-Key carried out experiments at sea with the new ironclad *Minotaur*, particularly with a view to ascertaining the effect of working her 12-ton guns in a seaway. This ship was so large, compared with others hitherto, that it was some time before sufficiently bad weather came to enable these trials to be carried out, and then a roll of only 10° was experienced. This rather altered the views hitherto prevailing on this point.

As a result of these protracted trials he was satisfied that 12-ton guns, and even larger, could be used, but that mountings must be improved, that the Armstrong latest carriages were the best and those of Woolwich easily the worst. The expression of these opinions tended to increase the long-standing friction between the Controller's Department and the *Excellent*. The tension was further increased when Commander

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R. A. E. Scott, who was rather sore at some of his suggestions having been turned down by the *Excellent*, was appointed to assist the Controller in regard to gunnery fittings. This appointment was made in July, 1866, and drew from Cooper-Key a dignified remonstrance and expression of regret that he no longer retained their Lordship's confidence and asking to be relieved of his command of the *Excellent*.

It had by this time become clear that some change in the relations between the Controller's Department and the *Excellent* had to be made and the subject was even referred to in the press. In spite of the difficulties which Cooper-Key had recently experienced in the matter, he considered it his duty to accept the post of Director of Naval Ordnance, which it was decided to create in order to bridge over the difficulties which had become so apparent. He was accordingly appointed "Acting Director-General" of Naval Ordnance, on the 3rd September, 1866, with the pay of a Rear-Admiral, and responsible to the Controller, who at this time was Vice-Admiral Spencer Robinson.

It is interesting, from the point of view of this History, to record the terms of the appointment, and the evident caution which they show. His duties were "to decide, in personal communication with the Director of Ordnance at the War Office all matters of detail in connection with Naval Ordnance, with a view to bring about a speedy decision. He was to arrange with the Director of Ordnance when it might be desirable that experiments should take place on board ship, as well as at Shoeburyness. He was to see that the experiments were carried out in such a manner as would give the necessary information to the select Committee. Those points which could not be determined by him and the Director of Stores at the War Office would be settled between their Lordships and the Secretary of State for War, and notified officially in the usual way to the War Department. He was to understand that the appointment was temporary."

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CHAPTER V.

Captain Arthur William Acland Hood, 1866—1869

(Age on joining, 42 years)

Captain Hood served as a midshipman on the coast of Syria in 1840, and was present at the bombardment of Acre. He passed his examination on 2nd August, 1843, and served for nearly two years as Mate in the Gunnery school ship *Excellent*, then under the command of Sir Thomas Hastings.

As a Commander, he served in the second Chinese War in 1857, being attached to the second division of the Naval Brigade, landed for the operations against Canton, under the command of Captain Cooper-Key. He was also present at the destruction of Chinese junks in Fatshan Creek, on 1st June, 1857.

When Captain Hood joined the *Excellent*, the work of building Whale Island was in full swing, but the day when the Gunnery establishment would be transferred ashore was yet far off. It is interesting to recall in this connection that Percy Scott, who was so largely instrumental in bringing about this change, joined the *Britannia* as a cadet a month before Captain Hood's appointment to the *Excellent*.

A separate department for torpedo instruction was started at this time and placed in charge of Commander H. C. Kane (later of *Calliope* fame, Samoa, 1889), this led eventually to the inauguration of the *Vernon* Torpedo School.

Slow and steady progress was made with naval construction during his time in the *Excellent*. The largest ships in course of construction were the *Northumberland*, *Minotaur*, *Agincourt*, and *Hercules*.

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All these ships carried rifled muzzle-loading guns, those in the first three were of 12 tons weight and in the *Hercules* of 18 tons.

Considerable attention was being devoted to improvements in design by various people, including Captain Cowper-Coles, whose design for the ill-fated *Captain* was now under consideration.

When a new Board of Admiralty was formed in March, 1867, on Mr. Disraeli's accession to power, they were faced with a rigid demand for economy. Opinion was still divided as to the merits of steam against sail, and the race between guns and armour tended to become faster. The Admiralty was loth to commit the country to the increased expenditure which the adoption of the larger and more costly ships was bound to involve.

When Rear-Admiral Cooper-Key vacated the post of Director General of Naval Ordnance, Captain Hood was appointed to succeed him, thereby becoming the second occupant of this office.

Captain Henry Boys, 1869—1874

(Age on joining, 45 years)

Captain Boys saw further progress made with the construction of Whale Island, and the second house was built there. This was the Life-Saving Apparatus House, built by the Board of Trade for training men for the Coastguard service. The gear, which was in great demand for entertainments, has long since been removed, but the house remains and is now the oldest on the island. For some years it was the officers' baggage store; in 1919 it became the machine gun lecture room and it is now the Captain's garage.

In 1869 the seamen boys under training were transferred from the *Excellent* to the *Illustrious* and the mizzen mast was dismantled. Masts and yards were disappearing from the Navy in direct proportion to the progress in steam, and the loss of the *Captain*, September 6th, 1870, definitely turned the scale in the

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controversy as to whether they should be continued in future ships of the heaviest type. The "Committee on Designs," which sat to discuss the plans of the ships then under construction, recommended a mastless type, the first ship being the *Devastation*.

As a result of their recommendations, the design of the *Devastation* was altered to give the ship increased armour protection and increased coal capacity, with correspondingly greater radius of action. The main armament, which was to have been four 12-inch, 25-ton M.L. rifled guns, was modified to four 35-ton guns, though no alteration was made in the general principle of mounting them.

The design was closely followed in the *Thunderer* which was launched on March 12th, 1872, these two ships being far in advance of anything hitherto built. Muzzle-loading guns were the standard system during Boys's time in the *Excellent*, and indeed for many years afterwards.

In June, 1869, Lieutenant J. A. Fisher relieved Commander Kane in charge of the torpedo section, where he remained until he was promoted in August of the same year. Fisher returned to the same duty in September, 1872, and in 1873 he submitted a proposal for the complete separation of the *Vernon* from the *Excellent*. This, however, did not come about until January of the following year, when the *Vernon*, 4th rate, became Torpedo School Ship, tender to *Excellent*. Captain Boys paid a visit to the West Indies in 1869 and Captain Morgan Singer took over the command while he was away.

On the 24th May, 1871, Boys was granted a Captain's Good Service pension, and in May, 1874 left the *Excellent* to become Director of Naval Ordnance.

Captain Thomas Brandreth, 1874—1876

(Age on joining, 49 years).

When Captain Brandreth assumed command, the torpedo school *Vernon* was a tender to the *Excellent* and

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the separation of the two establishments was under consideration.

On October 30th, 1874, J. A. Fisher, then 33, was promoted to the rank of Captain and re-appointed the same day to the *Excellent,* additional, for torpedo service. He was retained for some time to see the Torpedo School firmly established in the new style, and finally left the *Excellent* at the end of August, 1876.

A note in the diary of Admiral Sir John W. Tarleton, who visited the *Vernon* with Mr. Goschen, First Lord of the Admiralty, on 3rd October, 1873, states " . . . . in my opinion the torpedo has a great future before it, and in future mechanical training will be essential for officers." This is interesting in view of the changes introduced by Fisher in the early training of officers years later.

At the time Brandreth joined the *Excellent* the formation of the present Island was steadily increasing, though as yet there were no buildings except the " Excellent House that Jack built " and the Life Saving Apparatus.

Rifle practice only was carried out on the island, at targets placed on the mud opposite the present West Battery, ranges of 500, 600, and 800 yards were obtained, the firing points being on the west edge of what is now the recreation ground.

Perhaps the most interesting ship completed during Brandreth's time as Captain of the *Excellent* was the *Dreadnought,* or *Fury* as she was first called. This ship was completed at Pembroke in 1875, her armament consisting of four 12½-inch 38-ton M.L. guns, on hydraulic mountings, very similar to the *Thunderer,* but the armoured citadel was extended to the ship's side, and she also had greater protection along her whole length. The *Dreadnought* is also of interest from the fact that she was the first ship to have a fore and aft watertight bulkhead to divide the two sets of propelling machinery; hitherto if the engine room were flooded the whole of the propelling machinery was put out of action.

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The *Inflexible* was yet to come, but there is no doubt that the Captain of the *Excellent* must have had a good deal to do with the discussions which arose regarding her design, and it will easily be seen how design, particularly of hulls, was slowly being moulded into the form so well known to the Service to-day.

Brandreth left the *Excellent* at the end of 1876, his successor being appointed as from January 1st, 1877. He was appointed on this same date Captain-Superintendent of Sheerness Dockyard.

Captain Frederick Anstruther Herbert, 1877—1880.

(Age on joining, 50 years).

Herbert served on the staff of Captain Chads for a year in 1853 and subsequently saw service in the Baltic. He was Commander of the *Excellent* from 1860 till 1864, when he was promoted to Captain and given command of the "iron cased cupola ship," *Royal Sovereign*, tender to the *Excellent*. This ship marks an interesting stage in naval construction and is worth a passing reference.

In 1864 two small monitors, *Scorpion* and *Wyvern*, constructed in England for the Confederate States, were seized by the British Government and subsequently purchased. They were of a type which had attracted attention in Europe after the action between the *Monitor* and *Merrimac* in 1862.

The results obtained in the *Scorpion* and *Wyvern* were such as to lead to the construction of two new ships by the Admiralty, the *Royal Sovereign* and *Prince Rupert*. The former was an old line-of-battle ship cut down and fitted with four turrets, the foremost of which carried two 9-ton 8-inch guns, and the three after turrets one gun of the same size each. The *Prince Rupert* had four turrets, but each carried a single 12-ton 9-inch gun. These ships were the fore-runners of the *Monarch*, also of the *Captain* which

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was considered to be, by her designer, a better ship than the *Monarch*.

On the 13th May, 1871, Herbert was appointed to the command of the *Cambridge*, 29, Gunnery School ship at Devonport. During the first half of his command he had Cyprian A. G. Bridge as his Commander. He held the command until he was relieved by Captain the Hon. William J. Ward, on August 8th, 1874.

The *Excellent* had been re-commissioned on 1st April, 1876, and, shortly after Herbert's appointment, the Lieutenants undergoing instruction were first shown in the Navy List as "Additional, qualifying for Gunnery Officers" and not "Additional" only, as hitherto. Also the practice of showing the names of Gunnery and Torpedo Officers with a special prefix was introduced, Torpedo Officers being shown with a "T" and Gunnery Officers with a "dagger."

Perhaps the most important ship with which Herbert had to do during his time in the *Excellent* was the *Thunderer*. Though launched nearly a year after the *Devastation*, she was only prepared for her first commission at the end of 1876, some three years after her sister ship. The *Thunderer* was originally intended to carry four 35-ton 12-inch rifled M.L. guns, but as Messrs. Armstrong had by then brought out an improved system of hydraulically operated mounting, it was decided to fit this in the forward turret, at the same time substituting two 38-ton 12-inch guns for the two 35-ton guns.

This turret had a wide arc of training, 147° either side of the fore and aft line, and a loading position on each side at extreme training. Loading was performed by training to the nearest extreme training position, depressing the guns, and ramming in powder and shot by means of rammers between decks.

The left gun in the fore turret burst on January 2nd, 1879. These were the early days of electric firing circuits and during this particular practice it had been intended to fire an "electric broadside."

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The firing key was pressed and all the guns appeared to fire. On reloading for the next round, the left gun, which had missfired, became " double-loaded " and at the next discharge the gun burst with disastrous results. The right gun was subsequently taken to Woolwich and tested, being double loaded and fired in a specially built proof butt on February 3rd, 1880. It burst similarly.

The gun trials of the *Dreadnought* took place in the autumn of 1878, and her 12½-inch 38-ton guns fired the hitherto unprecedented charges of 160-lbs. as against 110 in the *Thunderer*. In this ship the pumping engines were so arranged that in the event of one being disabled a hydraulic supply was still available to both turrets from the remaining pump. The *Dreadnought* was fitted with steam power for training, but it was found so difficult to obtain accurate results that this was abandoned in later ships.

The famous *Inflexible* was laid down at Portsmouth in February 1874, and launched in April, 1876, she was, therefore, completing during Herbert's time in the *Excellent*, her steam trials taking place in the autumn of 1878. Her gun trials were later and she was not finally commissioned until the beginning of 1881, Captain J. A. Fisher being appointed on 18th January of that year.

In 1879, on the Lower Parade, there were the following buildings, " The House that Jack built," Room for Lieutenants, Room for Gunners, Room for Sub-Lieutenants, Cutlass Shed (afterwards made into Gymnasium and Men's Mess Room), Life Saving House and Canteen.

A quarter of a mile track, 3 feet broad, was made on the uneven ground where the cricket pitch now is, and the *Excellent's* first Athletic Sports took place. Prizes were given away by Mrs. Maltby (wife of Lieutenant Maltby, retired).

Captain Herbert left the *Excellent* on promotion to Rear Admiral and became Director of Naval Ordnance.

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Captain William Codrington, C.B., 1881—1883

(Age on joining, 49 years).

Codrington served for eleven months on the junior staff of the Devonport Gunnery School in 1857. The remainder of his service as Lieutenant and Commander was spent in a succession of flagships. He was a flag-captain from the time he was promoted in 1869, until 1876, when he became private secretary to the First Lord of the Admiralty. He received the C.B. in 1880.

When Codrington assumed command of the *Excellent* in 1881, the Gunnery world was comparatively quiet. In the late 70's support for breech-loading as against muzzle-loading guns was steadily increasing, and the supporters of the latter system were complacently awaiting the results of the experience to be gained in H.M.S. *Inflexible*, firmly convinced that, though breech-loaders might have advantages, muzzle-loaders were the weapon to which the Naval Service was accustomed and which fully met their requirements.

However, the year before Codrington joined the *Excellent*, great changes had been decided upon and it only remained now to carry them into effect. Events outside the Service were the chief factors which led to the adoption of breech-loading guns, though this course was undoubtedly hastened by the *Thunderer* gun explosion in 1879.

In order to obtain better results, Armstrongs and Krupps had for a long time been carrying out experiments with longer guns. This experience gradually brought about the use of slow burning powders, in order to maintain a high and uniform pressure along the whole of the barrel. Incidentally these experiments led to guns being chambered, the first guns to be so manufactured being the 100-ton guns built at Elswick in 1876 for Italy.

In 1879, Krupps carried out experiments at Meppen with long barrelled guns. Representatives from all countries witnessed these trials, and the results

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obtained were far in advance of anything obtained hitherto. England's inferiority became obvious, as such results were impossible with muzzle-loaders.

In January of that year the most serious explosion which had hitherto occurred in a British ship took place in the *Thunderer* during target practice, a 38-ton muzzle-loading rifled gun bursting as already described This accident was proved to be due to the gun having been inadvertently double loaded, and advocates of the breech-loading system were not slow to point out that such an accident could hardly have happened with a breech-loading gun.

Taking all things into account it is not surprising that the decision to discard muzzle-loaders was made quickly and definitely. Though England had lagged behind up to this point, it was not altogether to her disadvantage as she was now able to profit by the experience of others and to embark on a settled policy. The year 1880 saw this revolutionary change adopted, and steps were immediately taken to alter the armament of several large ships then under construction, as well as to substitute the new type of gun where possible; although muzzle-loaders remained in use for a long time afterwards, until worn out and in certain cases until stocks were exhausted. Certain ships had a mixed armament of M.L. and B.L. guns in equal proportion.

The Ordnance Committee, a board of Naval and Military Officers responsible for the design of guns and armament fittings, was first formed in 1881 and prosecuted a rigorous policy. Designs were produced for B.L. guns of 16·25″, 13·5″, 9·2″ and 8″ calibre.

The introduction of B.L. guns necessitated the design of mountings to carry them on entirely new principles. In the first place these guns had no trunnions and had to be attached to the cradle by circumferential grooves and large hoop bands passed over and keyed in some way to the cradle, or carriage. The carriage recoiled on a pair of slide beams, the recoil being taken up by a recoil cylinder and piston. Another great advantage of the new system was that the

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carriage was pivoted on trunnions, placed well forward so that a comparatively small opening was necessary in the gun port of the turret, even for considerably greater elevation than had obtained before. Put briefly, the adoption of the B.L. guns brought improvements and a system of mounting guns which have remained to the present day.

In 1882 the material side of the Navy had become so important that the Controller, who was responsible for it, was made a Lord of the Admiralty, and the further step was taken of creating a Civil Lord. The first occupant of the office was Mr. George Rendel, a prominent member of Sir William Armstrong's firm, and the originator, with Cooper-Key's collaboration while Captain of the *Excellent*, of the class of gunboats known as " Flat-irons."

In all these new ideas the *Excellent* became increasingly interested, though the separate Experimental Department was not yet formed. The trials of the armament of all new ships were always carried out by the *Excellent*, and many of the new designs of mountings were tried out in the experimental stages on board the *Mastiff*, *Kite*, and other gunboats attached to the *Excellent* for the purpose.

The actual trials carried out and the gradually extending scope of the work done by the *Excellent* about this time is referred to elsewhere in this volume, suffice it so say that each year it became more firmly established as the principal centre of Naval Gunnery. On May 6th, 1882, a Staff Gunnery Officer, Lieutenant J. Harington Martin was appointed to "supervise gunnery fittings of ships preparing for commission." This was clearly a step in the recognition of the *Excellent* as the proper authority in such matters.

In 1883, the Proof Butt Mast was erected for signal communication with the *Excellent*, but previous to this, viz. in 1879, the Island had been joined to the ship by telephone during some trials of Nordenfelt and Hotchkiss guns. The telephone on the Island was

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installed in a moveable wooden hut, now used as a potting shed. The mast by the present guard room was erected in 1888.

Captain Codrington became an A.D.C. to the Queen in 1883 and, on leaving the *Excellent*, was appointed Captain-Superintendent of Sheerness Dockyard.

Captain John Arbuthnot Fisher, C.B., 1883—1886

(Age on joining, 42 years).

Fisher was first appointed to the *Excellent* in 1861 in order to pass his examination for Lieutenant. He passed well, gaining the Beaufort Testimonial, and was further rewarded by having his commission ante-dated to November 4th, 1860.

He was appointed to the *Excellent* as a Lieutenant on the Staff, on January 17th, 1862, and about this time a new regulation was introduced whereby Gunnery Lieutenants were to be graded in three classes, according to the result of an examination to be held at the conclusion of a six months' course at the Royal Naval College, Portsmouth. Fisher worked hard, occupying much of his spare time, to attain the first class in this branch, and on March 28th, 1863 was appointed Gunnery Officer of the new ironclad *Warrior*.

In the *Warrior*, the old system of gun drill still largely prevailed, and the moving of guns from side to side or end to end of the ship was made an evolution. To judge by the times recorded, the results were truly amazing and were taken as the criterion of the smartness of the ship.

On leaving the *Warrior*, Fisher was appointed, June 16th, 1864, to the *Excellent* (additional) for service in *Stork*, a tender attached for instructional purposes. Captain Astley Cooper-Key was now Captain of the *Excellent*, having been appointed a year before.

When new books were opened on January 1st, 1866, Fisher was re-appointed for the same duties, and

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carried on until November 3rd of that year, when he was appointed a Lieutenant on the Junior Staff.

During this period of service in the *Excellent*, Fisher was instrumental in starting a Gunnery Officer's Club, which had its headquarters at Totterdell's Hotel. The somewhat exclusive nature of this Club led to the Naval Club being started, in 1869-70, and the Gunnery Club was abandoned.

In June, 1869, Fisher succeeded Commander H. C. Kane (later of *Calliope* fame, Samoa, 1889) as Instructor in torpedo work, a subject then in its infancy. He did not remain long on this duty, was promoted to the rank of Commander on August 2nd, 1869, and left the *Excellent* to become Commander of the *Donegal*, 81, his appointment being dated November 8th.

The *Donegal* was commanded by Captain William N. W. Hewett, V.C., and was tender to the *Duke of Wellington*, 49, Flagship of Vice-Admiral Sir James Hope, G.C.B., in the Particular Service Squadron. It is interesting to record that Captain Hewett was one of the first batch of recipients of the Victoria Cross. The institution of the decoration appeared in the *London Gazette* on February 5th, 1856, and the action for which Hewett received it took place before Sebastopol in 1854, when he was a Mate in the *Beagle*.

The *Donegal* finally sailed from England on December 23rd, and called at Madeira. An amusing incident occurred here. The Commander, Fisher, suspecting a bumboat of supplying spirits, gave the order to pipe "Watch in bumboat." This was promptly done, boat and occupants, almost too surprised to protest, were hoisted in and the suspected spirits found. The crew were detained on board until the ship sailed the next day, when they and their boat were hoisted out and dropped from a toggle from the ship under weigh.

Fisher was next appointed to the *Excellent*, September 19th, 1872, now under the command of Captain Boys, as Commander (additional) for Torpedo

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Instruction. He seems to have carried through his work here with all his accustomed energy and ability, and in this appointment he made the real beginning of the separate instruction in torpedo and electrical matters which later resulted in the formation of the *Vernon* Torpedo School. During this time Fisher came much under the direct notice of senior officers, who heard his lectures. In his " Memories " he attributes his subsequent early promotion to Captain to this fact. He appears to have impressed equally forcibly less exalted personages. A seaman in an examination paper stated that " Electricity is a suttle and impondrous fluid invented by Captain Fisher, and perfected by Captain Wilson."

In the same year Fisher was sent to Fiume to report on the Whitehead torpedo, which had recently been perfected. This only possessed, at that time, a speed of 7 or 8 knots and a few hundred yards range, but was nevertheless the model on which all later improvements were introduced.

When appointed to command the new *Inflexible*, in 1881, Fisher was given " carte blanche " in the choice of Officers and took with him Lieutenant F. C. Younghusband, his late Gunnery Lieutenant in the *Northampton*, and Lieutenant E. W. Lloyd, a qualified " G " and " T " Officer from the senior staff of the *Excellent*. The *Inflexible* embodied several new features; Sir William Thomson's compass, with which Fisher had been experimenting when in the *Hercules*; cross-connected ballast tanks, to counteract rolling; to say nothing of the disposition of the armour protection and its unprecedented thickness. A more complete electrical installation was fitted than had ever before been seen in a ship, including searchlights.

The *Inflexible* was commissioned at Portsmouth on July 5th, 1881 and left to join the Mediterranean Squadron, then under Vice-Admiral Sir F. Beauchamp Seymour, G.C.B., with his Flag in the *Alexandra*, 12, Captain C. F. Hotham.

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At the beginning of 1882, the *Inflexible* was sent to Villefranche to act as Guardship while H.M. Queen Victoria was staying at Mentone. Shortly afterwards trouble began in Egypt, where agitation against the Government and hostility to foreigners had assumed serious proportions. The Fleet had been assembled there for some time. A massacre occurred at Alexandria on June 11th, and this, with the refusal of Arabi Pasha to refrain from hostile preparations, led ultimately to a bombardment of the forts on July 11th.

The *Inflexible* suffered a loss of 1 killed and two wounded (one mortally), a 10-in. Palliser shot struck the ship below the water line, passing upwards, killed William Shannon, carpenter, and mortally wounded Lieutenant F. S. Jackson, finally striking a bollard base first and imprinting the name Palliser on it. This bollard was presented to the *Excellent* by Captain Fisher.

The *Inflexible* was the most severely damaged of all the ships present and had to be docked. Fisher shortly afterwards landed with a Naval party and helped to restore order ashore, constructing an armoured train and being virtually Governor for a time.

For his services, Fisher received a C.B. In August he had a severe attack of dysentery, which necessitated his returning to England and relinquishing the command of his ship. He was on the sick list for some time and when recovered was appointed, April 6th, 1883, to the command of the *Excellent*.

Fisher had as his Commander, Charles C. Drury, First Lieutenant, Randolph F. O. Foote, and among the Staff Lieutenants such well known Gunnery Officers as Percy M. Scott, Frank C. Younghusband and Joseph Honner. This period may be considered to mark the "revolution" in Naval Gunnery, particularly as regards training. It was no longer considered heresy to decry in the smoking room what was then known as the "Forty years' Routine." Though Fisher was all his life an advocate of progress and reform, and equally strongly an opponent of conservatism and

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tradition, the change of feeling was not entirely due to him. Credit must be given to the progressive Staff Officers of the day, who gradually introduced a new system of training.

The time-honoured "general quarters" in the drill ship, exercising broadsides of antiquated muzzle-loading guns, a roll being created by doubling a hundred men across the upper deck, gave way to accurate gun-laying and smartness in picking up the target, much of the practice being carried out under natural sea-going conditions from gunboats at Spithead.

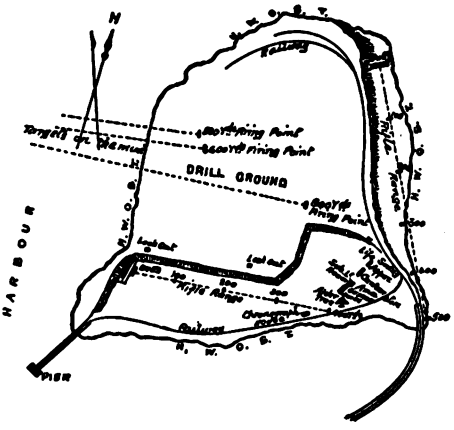


Plate IX

Whale Island, 1885

In 1884, the two iron targets and marking butts on the lower range were demolished, a pit made, and four Wimbledon targets put in the place. This range was given up later and the pit filled in.

The heavy gun battery was commenced in 1884 and completed in 1888. Another building erected at this time was the machine gun battery (now the field gun shed); an extension was also made to the S.W. corner of the Island and a new pier built, while the upper rifle range, having been demolished on account of the heavy gun battery, a new one was built on the East side of the Island and called the No. 2 range.

The question of the soundness of the foundations began to cause anxiety about this time, but no serious defect occurred except at the South end of the heavy gun battery, which was extended 10 feet further out

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than was originally intended. Otherwise the foundations stood well.

By the summer of 1884 popular opinion had begun to make itself heard, and there were clamourings against the Admiralty for not doing sufficient to maintain our Naval supremacy. Ignorant public opinion did not realise that the rapidly increasing power of guns meant thicker armour and consequently heavier ships to carry it. The improvements in torpedoes raised the question as to the advisability of building such large ships, and it is easy to see therefore, why the Admiralty were unwilling to go too fast.

On November 1st, 1886, Fisher was appointed Director of Naval Ordnance, a position he was to occupy until May, 1891. After he had been a few months at the Admiralty he was instrumental in extending the scope of the office to cover torpedoes, thus being the first Director of Naval Ordnance and Torpedoes. At this time, the summer of 1887, Captain A. K. Wilson, V.C., was appointed Assistant Director, indeed a strong combination in one department.

On May 15th, 1884, Captain John Ingles was appointed to the *Excellent* for temporary service during the absence of Captain Fisher on sick leave, and remained until August of that year.

As this appointment was only temporary he will not be regarded for the purposes of this History as a Captain of the *Excellent*.

Captain Compton Edward Domvile, 1886—1890

(Age on joining, 44 years).

Lieutenant Domvile was promoted to Commander in 1868 for service against pirates on the China Station, whilst in command of the screw gun-vessel *Algerine*, when his seniority as a Lieutenant was only six years. He commenced his career as a Captain, aged 34, with a course of study at the Royal Naval College, Greenwich, after which he commanded the *Dido*, *Alexandra* and *Temeraire* before being appointed to the *Excellent*.

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Field Gun Crew

F. C. H. Allenby E. L. D. Boyle T. B. S. Adair
P. M. Stewart C. D. Glanville H.R.H. Prince George of Wales Percy Scott A. C. Lowry
R. E. Wemyss E. H. Moubray
"Dot"

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He was not a gunnery officer, but he received able assistance from his staff of whom Lieutenant E. W. Lloyd was the senior.

The new system of gunnery training was now in full swing and credit is due to Lloyd and his predecessors, R. F. O. Foote, J. E. Meryon, P. M. Scott and J. H. T. Burke for the energy and enthusiasm with which it was carried out.

An amusing story is told of a visit in the late "eighties" of Mr. Hiram Maxim, in connection with the trials of the quick-firing gun bearing his name.

The trials were being witnessed by Admiral Sir George O. Willes, Commander-in-Chief at Portsmouth, whom Mr. Maxim addressed as "Major." After a further series of trials and as a result of a friendly hint from Lieutenant Lloyd, then First Lieutenant, he next addressed him as "General." A further remonstrance evoked from Mr. Maxim the reply "What! wrong again? Well now I will call him President!"

The work of the Experimental Department was now carried on under the supervision of a Lieutenant definitely detailed for this duty, Lieutenants J. R. Jellicoe, R. H. Peirse and T. B. S. Adair being occupants of this office during Domvile's time.

The gun trials of the *Trafalgar* were carried out in February, 1890. Some delay in completion was caused by the original secondary armament of eight 5″ B.L. guns being changed to six 4·7″ Q.F.

It will be seen from *Plate* XI that at this time the development of the means of instruction in heavy gun drill ashore was rapidly proceeding, the West Battery was under construction, the Machine Gun Shed was built and the Chronograph Room constructed, and also the "Rolling Motion Platform." The latter consisted of a wooden platform on which light guns could be mounted. By revolving a pump-handle arrangement the platform was made to oscillate so as to represent the motion of a ship. It was in use until about 1900,

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when the invention of the " Dotter " sealed its fate.

In 1887 the magazine on the parade ground was built, and also the proof cell and gantry, for use in testing gun-mountings.

When the heavy gun battery was nearing completion in 1887, a derrick was erected at the pier head. It consisted of an old ship's lower mast, bedded in concrete, stayed by wires leading to dolphins (wood piles driven in the mud), and fitted with a swinging derrick. It was not very satisfactory as it took nearly 200 men to lift a heavy weight of about 10 tons. The last heavy lifts were two 10-inch M.L. guns of 18 tons in 1889, when the dolphins in the mud came to, slacked up the wires and brought nearly all the strain on the mast. After this all heavy weights were brought across the viaduct, the engine having a very long tow rope. About 1893 a steam travelling crane was used, but when lifting a 6-inch gun in 1896 the crane and gun toppled over the pier head. The present crane was erected in 1898.

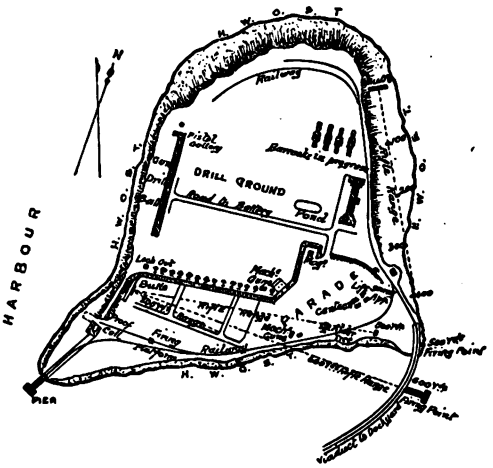


Plate XI

Whale Island, 1888

The most interesting historical change which took place during Domvile's time was undoubtedly the first occupation of the new buildings on Whale Island.

The Seamen's quarters were commenced in 1888, and the first four blocks, A, B, C, and D built that

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year. These were followed by E, F, G, and H the following year. In order to ensure a sound foundation for these buildings the ground was excavated and a solid concrete biscuit laid. The concrete biscuits under the first blocks had old wire rigging embedded in them to prevent cracking, but the walls of C and D blocks cracked nevertheless before the roofs were on the buildings.

The foundations of eight Seamen's blocks, Officers' blocks and all buildings built previous to these were laid by convict labour, and all bricks used in A, B, C and D blocks and all previous buildings were made by convict labour in the extension works. Most of the later buildings were built by contract.

The Seamen's blocks were all of identical design, being two-storied buildings with two rooms on each floor. Each room had accommodation for 30 Seamen. There were also four rooms in each block for C.P.O's., a bath room and four lavatories.

The water supply for these buildings came to the Island from the Town main in Simpson Road by a 3″ main. This was subsequently increased to a 6″ main. All water comes from the reservoirs on the Portsdown Hills.

The first clock was placed in the tower of the Lecture room late in 1887. It was made by Armourers of the *Excellent*, under the direction of Lieutenant Lloyd, and it worked electrically. It consisted of a dial and hands facing the battery, and only a few works inside—magnet, weight, etc.—which were connected by wires to a battery inside the tower; from the battery, wires led to the second hand of a clock on the north wall in the mess room. When the second hand of the mess room clock completed one revolution, it made contact with wires which completed the circuit, set the works in motion, moved the hands of the clock in the tower one minute, and prepared for the next move. This gave plenty of trouble owing to the second hand often

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making a weak contact, especially when the tower clock hands were working up from 6 to 12 o'clock.

In 1887, all the Gunnery Lieutenants were asked to subscribe and buy a clock ; one was purchased and put into a small tower on the top of the present lecture room.

In 1892 it was decided to build a large tower and put a four-faced clock into it. When the tower was partly completed it was found that, when the roof was put back, the clock would be inside the building instead of outside ; the whole structure was therefore " jacked up " about 8 feet and the supports scarfed—it can be seen where they were scarfed now. If it ever shows signs of weakness it will be known where to look.

In 1889 the *Calcutta*, which had formed part of the Gunnery School, was removed, and 500 Petty Officers and Seamen, under Lieutenant A. D. Ricardo were transferred ashore to A, B, C and D blocks. Some officers and a certain number of ratings continued to live on board the *Excellent*. A number of officers still lived ashore or in the Naval College (now the Navigation School), and the floating *Excellent* was not given up until just after Domvile had relinquished command.

In 1889 the plans were approved for the Officers' Mess, and the buildings were commenced in 1890. Unfortunately the kitchen was put in front facing the lawn, the windows were too high to see out of, there was no hall, and the walls commenced to open out before it was finished. However all these things were eventually altered, the back wall of the mess room was shored up, and subsequently buttresses were built. *See plan of Officers' Quarters—Plate* XIX.

The first two buildings were the centre block and east block, followed a year later by the west block. All these blocks were detached, and with their occupation the old ship *Excellent* was finally abandoned and sold, but the name has always been retained.

The original idea was that there should be a canteen and large general mess room for 700 men, the

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men were to sleep in the blocks and have their meals in the mess room. However, in 1890 it was decided to alter this and to allow the men to mess in their own blocks, and the old mess room was turned into a lecture room. *See Plate* XXI.

In 1889 the extension of the Island was continued to the south and south-westward, the pier altered, and a temporary waiting room built.

Considerable difficulty was experienced when extending the Island to the south. Owing to the heavy soil being deposited in the soft mud it squeezed the latter out in to the creek running east from the pier, more especially where the creek skirted the Island. This went on for some time, although many barge loads of shingle were deposited on the mud. The slipping away in time gradually lessened, and was stopped later by long trenches being dug and filled in with shingle.

Up to this time very little had been done to level the Island, but in 1886 the upper parade was roughly levelled and grass seed sown; a pond was also dug for teaching "bridging" (subsequently filled in in 1890), and a road was made across this ground to the West Battery, with trees on each side.

Some mention must here be made of the land approach to the Island. Previous to 1889 the approach to the Island from the town was very bad. The only way was to walk round the foreshore from the nearest road, Rudmore Square, or over the fields, and at low water across the creek by a two-plank footway; at high water by dinghy.

During 1889, part of a field, at the west end of Simpson Road, was purchased by the Government, and a road cut through it to the foreshore, the piece on each side being allotted to the Staff Instructors for their gardens; the roadway was continued round the foreshore to where the bridge now ends on that side.

The first ferry was introduced in this year, and consisted of a flat-bottomed boat, about 26 feet long

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obtained from Horsea Island, and was worked by a wire from shore to shore, attached to the drum of a small winch in the boat. This was very slow work, as the boat only carried 20 men across at one time. After a time the wire winch was dispensed with, and the boat propelled by oars. Later a hardway was made with a stone footway, and a floating bridge, capable of carrying 100 men fully equipped, was designed and built by Carpenter Lieutenant Chitson, the Carpenter of the Island. This bridge was worked by a wire and winch in a similar way to the boat. The present causeway was begun in 1890 and completed in 1891.

On April 3rd, 1888, Domvile was appointed A.D.C. to the Queen, retaining this office until his promotion to Flag rank in January, 1891.

Domvile left the *Excellent* in June, 1890 and became Vice-President of the Ordnance Committee. He became a Rear-Admiral on January 4th, 1891, and in May of that year left the Ordnance Committee to become Director of Naval Ordnance and Torpedoes. He occupied the latter position until February, 1894.

Captain Hugo Lewis Pearson, 1890—1893

(Age on joining, 47 years).

While First Lieutenant of the *Pelorus*, in 1867, Pearson saw active service against the Chinese pirates and was in command of the ship's pinnace at the attack on the town of Tunghwa.

He was the first Captain of the gunnery school after it turned over from the hulks, his command including the Naval College and H.M.S. *Hero*, drill ship. The final evacuation of the old ship took place in the spring of 1891, when Percy Scott was Commander. The new books were opened on May 1st, and the *Handy*, Gunboat, was commissioned on that day to replace the old *Excellent*. The transfer was to be effected by a certain hour on the appointed day and it is recorded that signs of delay becoming apparent in some departments,

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notably the Paymaster's branch, Percy Scott organised and himself led a "clearing party," which soon bundled all the books and papers into boats lying alongside. At the beginning of the following year the old *Excellent* disappeared from the Navy List and she was broken up.

The grass upper parade ground was conceived and constructed at this period. This portion was designed as a lake and in 1890 was in course of construction as such. This was stopped by Captain Pearson, who maintained that there was sufficient water round the Island for all practical purposes and that a cricket ground and tennis courts would be far more appreciated.

As the Authorities would not provide funds for any purpose which could not be described as official, Scott raised a private subscription to cover the cost of supplying a sports ground. £120 was raised from the Gunnery Officers of the Fleet, the present pitch was levelled and drained, a chalk foundation made and the ground turfed. A pony (price £8) was purchased and also a lawn mower. The pony was a nice looking grey, but sensitive, and if not carefully watched during firing, would make for the pier at full speed if he hadn't much behind him. This he did several times.

It was at one time thought that grass would never grow on the Island, but this difficulty was overcome by obtaining the proper soil. The first blade of grass grown was ceremoniously presented to Commander Scott.

In 1891, on the occasion of their Lordships' visit to the Island, the patch of grass was shown to them, and they were convinced that grass would grow successfully; it was decided therefore to level and drain the whole of the top of the Island, this was proceeded with and completed by 1894.

In 1890, the following buildings were erected: the seamen's cook-house, the first part of the office block, gun-mounting shed, men's latrines and wash-

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house, and guard-room. The latter was not in its present place, but as shown in *Plate* XII.

In 1891, the boat-house and work-shops were erected on the S.E. bank, and the following were also built :—Sick bay, provision and clothing store, buildings for gunner's stores, and the gas and water meter houses. An extension was also made to the Warrant Officers' quarters.

In 1892, great trouble was experienced in keeping the lower range dry, the water from the upper plateau coming through the bank and keeping the lower range in a swampy condition. A large open brick drain was built at the foot of the bank (at a cost of £400), and the lower range was properly drained. The drain was filled up in 1894, but was re-opened in 1903.

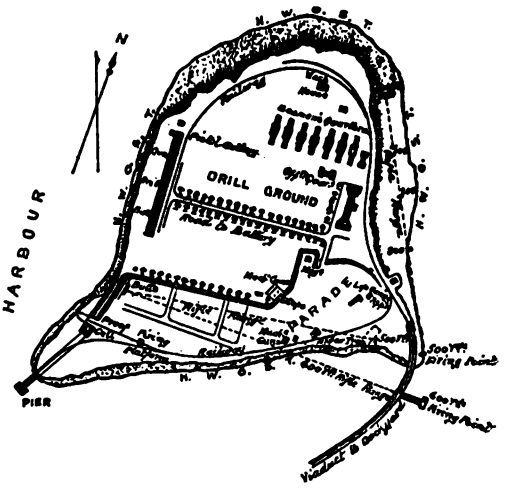


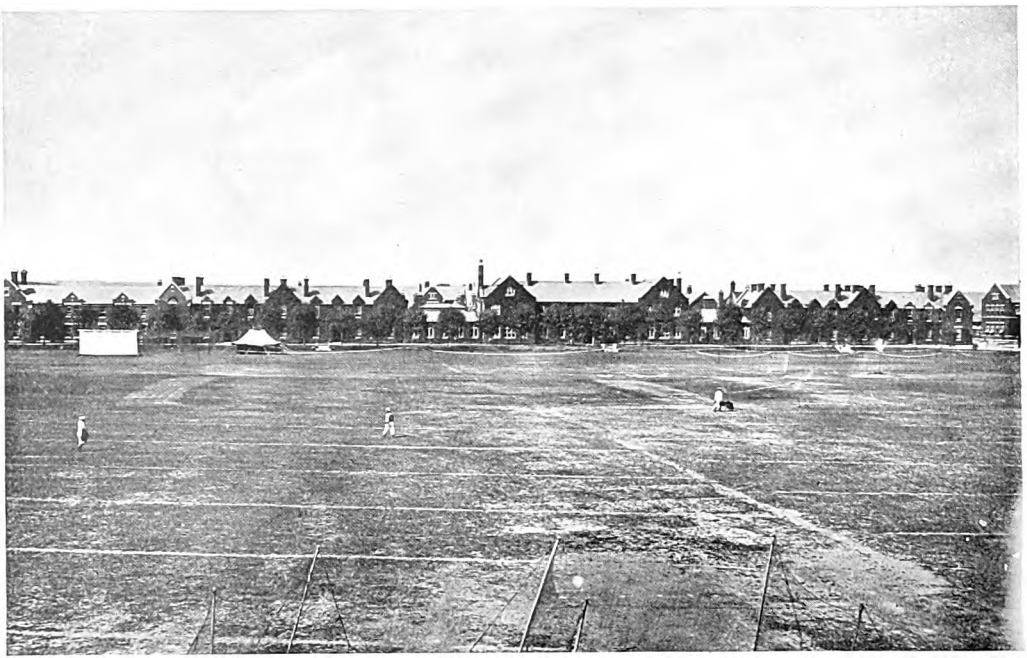
Plate XII

Whale Island, 1891

A skating rink was made to the west of the Officers' block; it was puddled under, and had a tap to turn off when the drainage was closed for flooding. When the Sub-Lieutenants' block was built it was converted into a lawn tennis court.

A vine house was built, the vine roots being led into a concreted tank outside. This tank was also the cemetery for dead horses, dogs, cats, and other luxuries upon which vines thrive. The vines did very well until 1906, in which year they became barren and had to be cut right back. In 1908 a fine crop was obtained.

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The Officers' Quarters and Lawn

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The canteen block was built and named " Nelson." The canteen was run on the ship system, *i.e.*, by a manager engaged at a fixed salary, working under a committee of officers and men, until 1929, when it was turned over to the N.A.A.F.I.

The coal pound, bowling alley, officers' racquet court, drill shed, footbridge, guard-room and Stamshaw waiting-room were built this year, while the office block was extended. The main guard-room was also built, and attached to it was the ward room wine cellar and a record room. Unfortunately the records have been burnt.

The present road to the Pier Head was made at this time. The old road was between two lines of fire, viz., the rifle firing on the lower range and the proof butts, and this firing was continually being stopped for traffic.

In December, 1891, when the convicts were packing up just before dark to return to barracks, one was found to be missing. Search-parties were sent out, but the man was not found until about seven o'clock, when the warder who had been in charge was pricking the upper parade ground with his sword and happened to touch the man on the shoulder, buried in the ground. He had been there nearly three hours, covered over with a piece of corrugated sheet iron and a layer of earth by some of his fellow-convicts.

Another attempt was made the following year, when the men were mobilising. One convict left his party unnoticed by the warder in the daylight, wearing a Marine's coat, but was re-taken by a Leading Seaman, who was rewarded by the Prison Authorities for the capture.

A third attempt, which nearly succeeded, was made by a man who dropped unnoticed out of the train from the viaduct on to the mud-flats. He then entered the water, placed a basket over his head, and drifted down the harbour. Unfortunately an alert sentry in the *Vernon* noticed the ripple made by the basket moving

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across the tide. A boat's crew soon captured the sportsman. History feels inclined to drop a tear of regret over his fate.

In 1892, an electrician, named Bennett was added to the complement of the Island.

The first ball was given at Whale Island in the same year. The date and time were arranged so that the guests could drive on the Island as the causeway was uncovering, and leave before it covered again, about 4½ hours later. The dance was given in the canteen, with a covered way to the mess room for supper. It was customary for the dance to be on a Thursday, the decoration being left up for the Instructors to give a dance on the Friday.

Perhaps the most important step in the gunnery progress of the time, was the introduction of the 6- nch Q.F. gun which had a decisive effect in the China-Japanese war of 1894. The trials were carried out at Silloth.

On the occasion of the visit of the Kaiser, in 1892, the Island being very new and somewhat depleted owing to drafting of officers and men to ships for the summer manœuvres, he expressed a wish to see a new mounting, then in the experimental stage. Needless to say the mounting had been carefully locked up, and the aid of the Prince of Wales (afterwards King Edward) was sought by the embarrassed Experimental Officer, Commander J. Honner.

The Prince of Wales on hearing of the difficulty said, " Leave it to me." He shortly afterwards said to the Kaiser, " William, I am d——d sick of tramping over this place, let's go and have a drink." which was accordingly done and the difficulty surmounted.

No lightning-conductors were fitted to any buildings, except the Magazines, prior to 1892, although they were requested for the towers of lecture room block when completed in 1887. The reason given was that " Lightning storms are unknown in the Portsea Basins."

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However, during a storm in the summer of 1892, about 2 p.m. a heavy flash of lightning struck the centre tower (without injuring the clock), flashed across the slates on the west side, tearing up about 70 of them, started two planks underneath, fused the lead in places on the parting wall between the ammunition room and lecture room, and made earth down the gutter pipes on the west side nearest the door. There were several men in the lecture room at the time; luckily none were injured, but they were well sprinkled with the scales of whitewash which fell from the roof. Needless to say, lightning-conductors were fitted up soon afterwards.

Pearson relinquished the command in June, 1893, remaining unemployed until his promotion to Flag rank on January 1st, 1895. He had been made an A.D.C. to the Queen on January 17th, 1892, a position he occupied until his promotion.

Captain Lewis Anthony Beaumont, 1893—1894

(Age on joining, 46 years).

Captain Beaumont was first appointed to H.M.S. *Excellent* in 1871 to qualify in gunnery. He was re-appointed in 1873 to assist Commander J. A. Fisher in torpedo instruction.

He was First Lieutenant of the *Discovery* during the Arctic expedition of 1875-76 and received the Arctic medal and his promotion to Commander. In 1877 he was appointed to the *Vernon* for a short period and in 1879 he became Commander of the *Excellent* for a few months prior to his promotion to Captain.

When Beaumont assumed office some of the 70 ships, provided for in the Naval Defence Act of 1889, were already in commission and others in an advanced stage of completion, and the *Excellent* must have been kept busy carrying out their trials.

The progress at this time with the construction of Whale Island can be seen from a reference to *Plate* XIV. An important event which took place while Beaumont

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was in command was the disconnection of the viaduct over which all the material had been brought from the Dockyard in trucks. This viaduct occupied an important water space in the harbour. Certain sections were removed by placing barges beneath them at low water, freeing the ends, and allowing the barges to lift the sections up and float them away. The shore ends remained for some considerable time. The connection was first broken in November, 1893.

There is a legend that a man was buried under the foundations of Whale Island, in the traditional manner, to ensure the future good luck and prosperity of the place. Similar barbarous practices took place in pagan times and are sometimes revived by the burying of animals or pieces of money under the foundations of houses. The legend has some semblance of truth, since an accident did occur with the viaduct and a poor fellow was buried in the debris, but it is hard to believe that his body was not removed and interred elsewhere.

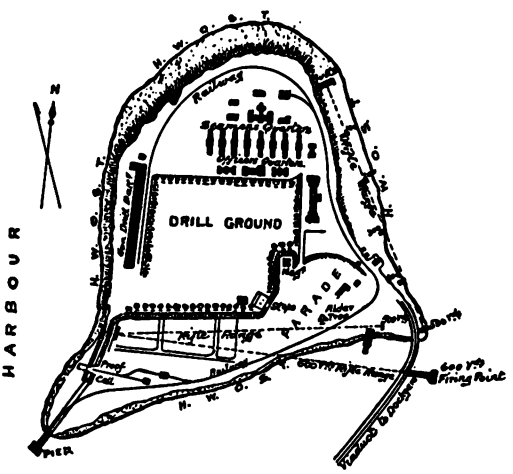


Plate XIV

Whale Island, 1893

After only a year at Whale Island, Captain Beaumont relinquished his command and became the Director of Naval Intelligence.

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Captain Archibald Lucius Douglas, 1894—1895

(Age on joining, 52 years).

Douglas saw active service as a Sub-Lieutenant in the boats of the *Arrogant*, which conveyed the Naval Brigade up the rivers Congo and Gambia in 1861. He qualified in gunnery as a Lieutenant in 1863, served on the staff of the *Excellent* in 1867 and of the *Cambridge* in 1868, until his promotion to Commander in 1872.

As a junior Captain he was Chief of a Naval Commission to Japan and for three years a member of the Ordnance Committee. He was Captain of the *Cambridge*, the gunnery school at Devonport, from 1892 until he joined the *Excellent*, so he had the unusual distinction of commanding two gunnery schools in succession.

In 1894, the 600 yard firing point was added to No. 2 range. The brick drain on the lower ground was also filled in, and a bicycle track made. The result was that the lower ground became a quagmire in rainy weather. The bicycle track cost £150, which was defrayed by the canteen funds. It was an asphalt track, about half a mile in circumference. In 1900 (by which time the novelty of bicycling had died out), it was demolished, and the brick drain was opened up again in 1903.

More deposit from the mainland was dumped at the north of the Island, until the area was increased to its present size, viz., 72 acres. The viaduct to the Dockyard was finally demolished in 1896.

In 1895 the drying-ground was made, and also the Board of Works offices.

Captain Douglas left the *Excellent* on his promotion to Rear-Admiral, November 9th, 1895, and was next appointed Vice-President of the Ordnance Committee, a position he occupied until the end of 1897.

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Captain Edmund Frederick Jeffreys, 1895—1897

(Age on joining, 51 years).

Captain Jeffreys qualified in gunnery as a Lieutenant in the year 1873, and he served on the staff of the *Excellent* until 1875. He was Commander of the *Vernon* for three years and as a junior Captain he was appointed to that ship for special service on two occasions. Between 1889 and 1893, he was Assistant Director of Torpedoes under Captain J. A. Fisher. His period at Whale Island is notable for the number of officers qualifying in gunnery who figured prominently in the Great War.

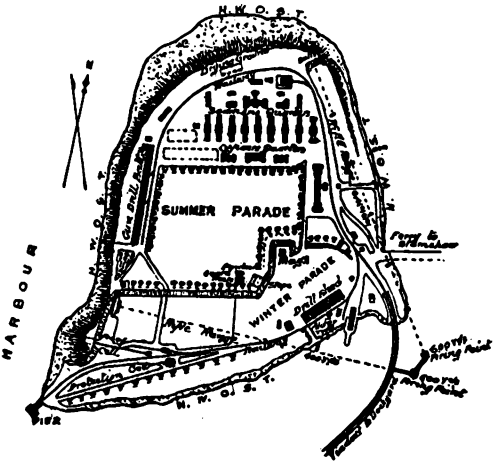


Plate XV

Whale Island, 1896

In 1896 the safety cell for plate trials, pigeon house, and stables were built.

The new proof cells were commenced in 1897; previously all armour plate trials had been carried out in the old hulk *Nettle*, but it was now decided to do them at Whale Island.

From the *Excellent* he was appointed to succeed Captain H. C. Kane, C.B. as D.N.O. & T., August, 1897, and while holding this office was promoted to Rear-Admiral, July 19th, 1899.

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Captain William Henry May, M.V.O., 1897—1901

(Age on joining, 48 years).

Captain May was a Torpedo officer, but his early service included the usual courses in the old ship *Excellent*. As a Lieutenant in the *Alert*, he took part in the *Discovery's* expedition to the Arctic in 1875-76 and he qualified in torpedo after his return.

He was Captain of the gunnery school at the time that the resurrection of real gunnery was taking place and he aided the development of a proper system of training on board ship by persuading the Admiralty to issue orders to the effect that the Captain and not the Gunnery Officer was responsible for efficiency.

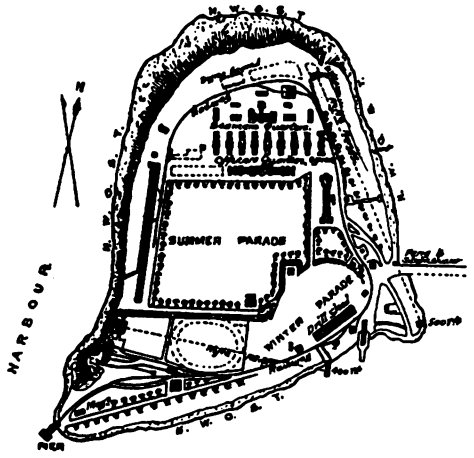


Plate XVI

Whale Island, 1899

Great impetus was given to heavy gun shooting by the *Scylla's* prize firing in 1899, and the value of a good Captain of a gun began to be appreciated. The demand for better trained men reacted on the Gunnery Schools, and a new heavy gun battery was commenced at the north end of the Island, to fire with Morris Tube towards Tipnor. The Battery (called the North Battery) was fitted with the latest training appliances, about two million rounds of ammunition being fired annually.

In 1898 the Sub-Lieutenants' mess room was built by joining the centre and east blocks. The Sub-Lieutenants in these days lived in the R.N. College, and only came up to the Island for gunnery during the day. They used to lunch in a room in the

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Warrant Officers' block. The heavy gun battery was also extended, a second proof cell built, and the 40-ton crane put up at the Pier Head. Thus guns, mountings, and armour plates could be brought to the Island in lighters, and hoisted out into a railway truck, by means of this crane, instead of having to be brought round by road.

In 1899 the north end of the Island was re-levelled, and two seamen's blocks added, J and K. The seamen's blocks are lettered A to L, each block being named after an Admiral, viz., "Anson," "Blake," "Collingwood," "Drake," "Effingham," "Frobisher," "Grenville," "Hawke," "Jervis," "Keppel," and "Lyons," and the canteen "Nelson." The Officers' quarters were further extended by joining the west and centre blocks, the extra space forming a billiard room. In this year the swing-bridge to Stamshaw was built; this was a very important development, as it opened up the Island to wheeled traffic at all times, irrespective of the tide. It was necessary that the bridge should be a swing-bridge, owing to the barges which go up the creek to the chemical works at high tide.

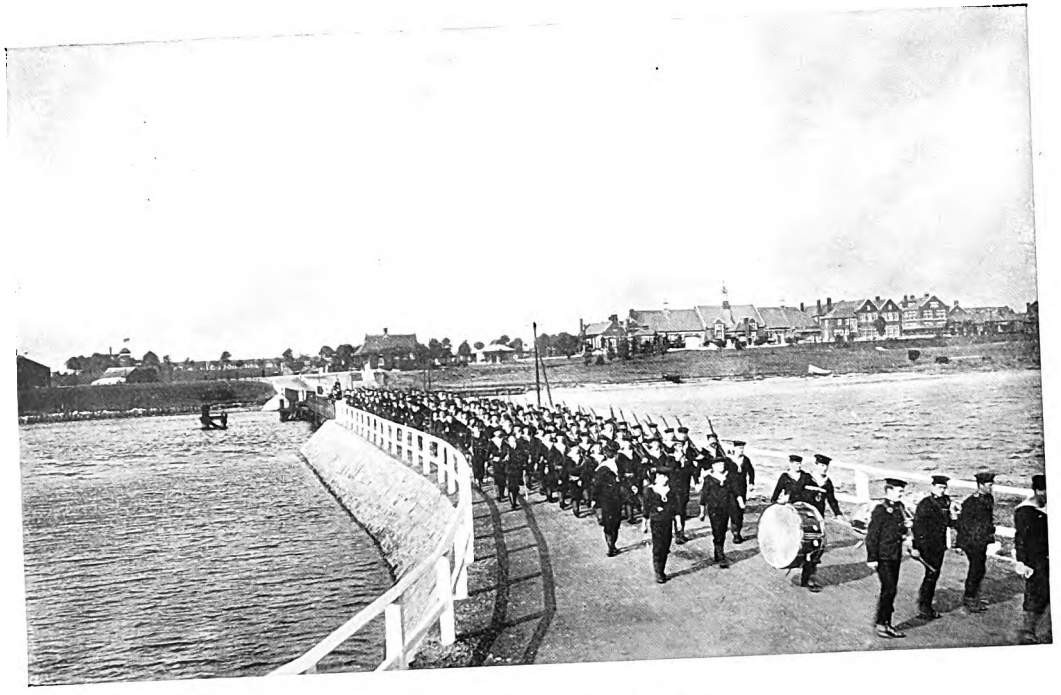
In 1900 the rifle range at Tipnor was extended, and a cook-house built for the range parties' dinners. The Armourers' shop was also extended and brought more up-to-date.

The Officers' block was further extended to the east and west, giving more cabin accommodation. *See Plate* XIX.

The Warrant Officers' quarters were improved the following year, and the Ships' Corporals' barrack room built at the north end of the racquet court. The diving tank for teaching diving was built; it is still used occasionally for experiments and instruction. During the war it was used for training observers for the R.N.A.S. The floor was covered with an exact reproduction of the Belgian Coast, and observers, seated in a model aeroplane seat above, were taught spotting and signalling.

Captain May left the *Excellent* in 1901 to become Director of Naval Ordnance.

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Battalion leaving the Island

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CHAPTER VI.

BIOGRAPHICAL HISTORY, 1901—1930.

Captain Arthur Barrow, 1901—1903.

Barrow was first appointed to the *Excellent* in 1875 and was a member of the first "long course," which began in 1876. After qualifying in gunnery, he served on the junior staff, until 1877, and in 1880 he returned from a commission abroad to join the senior staff, until his promotion to Commander in 1883.

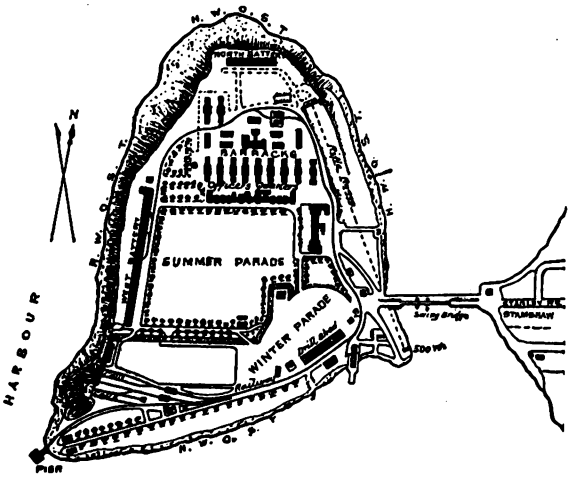


Plate XVIII

Whale Island, 1902

On November 21st, 1900 he was appointed Captain of the *Excellent*, but did not take up his duties until the following January. On March 28th, 1901 he was appointed A.D.C. to King Edward, and as Captain of the *Excellent* commanded the Naval detachment at the Coronation in 1902, and also at the Royal Progress in October of that year.

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In 1902 it was decided to build a large room for hydraulic machinery, to cost £11,000. This was eventually countermanded and the suggestion made to have dummy turrets in lieu, which was finally approved.

The question of installing an electric light plant on the Island was also discussed this year, but it was finally decided to light the establishment from the electric plant in the Dockyard. The work was commenced in 1905, and as soon as the wiring of the officers' quarters had been finished, a temporary dynamo plant was set up on the site of the present squash racquet courts, and from this, assisted by secondary batteries, the officers' mess and cabins were lit for about eighteen months. The Island circuits were finally joined up to the Dockyard mains in April, 1907.

In 1903 the structural work of the North Battery was completed. It had been arranged that each gun was to be in a casemate and have running-in gear; the guns were to fire with Morris tube at moving targets running along a rail.

In April, 1903, as the work was not completed, as many casemates as possible were done away with, and, on account of danger to the rifle parties, the idea of firing towards Tipnor was " knocked on the head."

Captain Barrow left the *Excellent* to become a member of the Ordnance Committee.

Captain Percy Moreton Scott, C.V.O., C.B. 1903—1905. (Aged 50 years)

Percy Scott attained a position of such importance in the gunnery world, and accomplished so much in preparing the Navy for the Great War, that the development of his career before joining the gunnery school warrants description in greater detail.

His first ship, as a midshipman, was the *Forte*, a 29-gun frigate, and when he joined her, she was under orders to proceed to the East Indies Station. The

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Forte took three months to accomplish the voyage to Bombay. under sail, and on arrival there hoisted the Broad Pennant of Commodore Sir Leopold G. Heath. A good deal of time was spent in chasing slave dhows off the coast of Arabia, and suppressing slave-running. On one occasion a captured dhow was used as a target for gun practice and sunk, thus giving the would-be gunnery officer his first experience of practical gunnery.

The *Forte* turned over her duties to the *Glasgow*, Captain T. M. Jones, and returned to England, paying off at Sheerness on February 17th, 1872. Scott's next appointment was April 29th, 1872, to the *Hercules* 14, Captain W. M. Dowell, C.B., in the Channel Squadron, where he became Signal Midshipman.

On December 17th, 1872 he became an acting Sub-Lieutenant and was sent to the *Excellent* and Royal Naval College to undergo his examinations, which were completed in July, 1873.

He volunteered for service in the Ashanti War, which broke out that year, and on November 19th was appointed to the *Victor Emanuel* 2, Captain G. H. Parkin, and took passage to Cape Coast Castle in a Hospital Ship. On January 2nd of the following year he was appointed to the *Active* 10, Captain W. N. W. Hewett, V.C., Commodore in charge of the Cape and West Coast of Africa Station.

He was later employed on a punitive expedition up the river Congo, where pirates had looted a schooner and killed the crew. Scott commanded a steamboat fitted with protective iron plates, and for his conduct on this occasion was promoted to Lieutenant.

In January of the following year Scott was employed at Whydah, the port of Dahomey, protecting the interests of British subjects, when the action of the King of Dahomey led to a blockade of the coast. The blockade was temporarily suspended to allow of another punitive expedition being sent up the river Niger, where a British ship had been attacked by natives. The *Active's* party were transferred to the

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gunboats *Cygnet* and *Ariel*, the guns being placed on board a local steamer.

The blockade of Whydah was resumed, but later abandoned owing to the indecision of the Government. The *Active* returned to the Cape and subsequently to England and was paid off at Portsmouth, in April, 1877.

Scott was next appointed for a short time to the *Warrior* 32, Captain W. H. Whyte, and did duty in her as Guardship during the residence of the Queen at Osborne. On September 28th, 1877, he was appointed to the *Excellent*, Captain F. A. Herbert, to qualify in gunnery. Scott tells us in his memoirs (" Fifty years in the Royal Navy ") that the *Excellent* at this period consisted of the *Excellent* and *Calcutta*, joined together by a bridge, and that the School was " very badly found as regards the necessary equipment for instruction in gunnery," but that the one notable feature was " the diligence of the officers and their zeal in striving against a sea of opposition to improve the gunnery of H.M. Navy."

Early in his career Scott saw the necessity of sound gunnery training, and was particularly impressed with the general lack of interest displayed in it afloat. To him must be given the credit for having initiated the proposal for the formation of a shore gunnery school, which found such a strong supporter in Captain J. A. Fisher. It is curious that Scott should have been Commander of the *Excellent* at the time that the transfer ashore took place.

After qualifying, Scott was appointed on June 24th, 1879, a Junior Staff Officer for duty with Sub-Lieutenants at the College, a position he occupied for a year.

His next appointment, August 28th, 1880, was as Gunnery Lieutenant of the *Inconstant* 16, Captain C. C. P. Fitzgerald, Flagship of Rear-Admiral the Earl of Clanwilliam, C.B., commanding the Detached or Particular Service Squadron.

While in this ship Scott submitted a design for an electrical indicator for passing ranges from the

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masthead, and received a letter of thanks from the Admiralty. He found, however, that his invention had been "pirated" and it was not issued to the Service until 25 years later.

During the stay of the ship at Capetown a fire occurred on board. The German pattern smoke helmet supplied at that time by the Admiralty was found to be of little value, and Scott, after attempting to use one, discarded it and donned a diving helmet, which he found more efficient, though rather heavy.

Scott was a fertile inventor and he now devised and submitted a lighter form of smoke helmet, which was adopted by the Admiralty many years later.

On her way home from the Cape the *Inconstant* called at Gibraltar, where she learned of the probability of war in Egypt. She received orders to proceed to Alexandria, but arrived too late to take part in the bombardment. Scott however landed with the Naval Brigade and saw much service ashore, mounting 7-ton guns at Ramleh for the bombardment of Arabi's forces at Tel-el-Kebir, and was mentioned in despatches. On September 26th, 1882, the *Inconstant* sailed from Alexandria for England, and paid off at Portsmouth in the following month.

On November 2nd, 1882, Scott was appointed a Senior Staff Officer of the *Cambridge*, Captain A. Buller, Gunnery School ship at Devonport. He did not remain there long, being appointed on April 19th of the following year to the Senior Staff of the *Excellent*, then under the command of Captain J. A. Fisher. During this period, H.R.H. Prince George of Wales passed through a Sub-Lieutenant's course in the *Excellent* (August, 1884—October, 1885). In the summer of 1885 Scott became First Lieutenant, and remained in the *Excellent* until the summer of 1886, when he was promoted to Commander.

He was unemployed for over a year, his first appointment in his new rank being August 27th, 1887, to the *Edinburgh* 9, Captain H. St. L. B. Palliser, fitting

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out at Portsmouth for service in the Mediterranean. Lieutenant R. H. Peirse was appointed the same day as Gunnery Officer. With the co-operation of this officer, Scott introduced a system of gunnery training by using miniature rifles inside the bores, but this innovation was in advance of the times and was not generally adopted. Vice-Admiral H.R.H. The Duke of Edinburgh was C.-in-C. Mediterranean and took a keen interest in gunnery matters.

Scott introduced, while in the *Edinburgh*, the well-known masthead shutter flashing lamp, which in subsequent years became adopted universally.

During this commission Scott assisted at the salvage operations on H.M.S. *Sultan* 19, Captain E. Rice, which sank off the Island of Comino, Malta, after striking a rock on March 6th, 1889.

Scott left the *Edinburgh* on his appointment as Commander of the *Excellent*, Captain C. E. Domvile, January 3rd, 1890. He found that the proposals he had originally submitted were still far from complete, and only a portion of the men had been transferred ashore. He prevailed on Captain Pearson to get all the men out of the old *Excellent*.

To Scott belongs the credit for establishing the large recreation field in the centre of the Island. Considering an appeal to the Admiralty for such a purpose as useless, he sought subscriptions from the Navy, obtained from outside the chalk and soil required, and himself supervised the work of the convicts who laid it out.

He paid particular attention to the provision of drains and roads on the Island, on one occasion taking the Lords of the Admiralty ankle deep across the mud and convincing them of the necessity for this provision.

Scott served as a member of a Committee in connection with the Royal Naval Exhibition, opened at Chelsea on May 2nd, 1891, and suggested the holding of mimic naval warfare on a lake, with model ships operated by men inside.

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The value of Scott's services as Commander cannot be over estimated. Apart from the onerous duty of shaping the actual work of construction, progress in gunnery training and efficiency was made as well, and in effect the new regime was put on its feet finally and definitely by the permanent occupation of the Island. There was, during Scott's time, a danger of the whole project being abandoned, and it was largely due to his energy and the backing he received from Admiral Fisher, also to the support of Sir Edward Raban, R.E., the Civil Engineer responsible for the construction, that it was not given up. It lay in the balance very much like the Singapore Base scheme of modern times.

Scott left the *Excellent* in January 1893, on promotion to Captain and carried out a course at the Royal Naval College, Greenwich. He was next appointed a member of the Ordnance Committee, on which he served nearly three years.

His first sea-going appointment as Captain was in command of the *Scylla*, a twin-screw cruiser, which he commissioned at Chatham, on May 28th, 1896, for service in the Mediterranean. Scott had been absent from that station for six years, and wrote in his memoirs that " everything (in gunnery and signalling) was just as it had been : no advance had been made in any way."

After he had been there for a year, a former Captain of the *Excellent*, Admiral Sir John O. Hopkins, was appointed C.-in-C., and Scott was able to propound his proposals for improvement to more sympathetic ears. He did much to improve night signalling and to train the men in the use of his shutter lamps.

In 1898 he proceeded on an independent cruise to Crete and had the opportunity of carrying out practices with an extemporised telescopic sight and a sub-calibre rifle fired by an electro-magnet. The proposals submitted as a result of these experiments were not adopted for many years. Scott introduced the additional member of the gun's crew, known as the " Sightsetter " and further experiments led to the

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production of the well-known "Dotter," so as to reproduce the effect of rolling, when the ship was not at sea.

On May 26th, 1899, almost exactly three years from the date of commissioning, the *Scylla* carried out her first prize firing, and achieved results never before obtained. Her six 4.7 guns registered 56 hits in 70 rounds, thus easily heading the list.

Scott left the *Scylla* in June, 1899, and after a brief interval was appointed to the command of the *Terrible*, and ordered to proceed to China to relieve the *Powerful*. He was originally ordered to proceed via the Suez Canal, but the day before sailing received orders to proceed via the Cape, in view of the possible outbreak of war in South Africa. On October 14th, the *Terrible* arrived at the Cape, and Scott immediately sought to find out what assistance could be rendered to the Army. He started by mounting the long 12-pounder guns of the *Terrible*, using the wheels and axle-trees of the local Cape waggons. By October 25th four of these guns were ready and arrived in the nick of time to assist Sir George White's withdrawal during the battle of Ladysmith. Meanwhile Captain Scott had turned his attention to the design of a signalling searchlight mounted on a railway truck, which was used for communicating with the invested garrisons of Kimberly, Ladysmith and Mafeking.

On October 25th General White asked for 4.7″ naval guns to assist in the defence of Ladysmith. The request was communicated to Captain Scott about 9.0 p.m. He set to work immediately to design the mountings and at 5 p.m. the next day H.M.S. *Powerful* sailed for Durban with the four 12-pounders and two 4.7″ guns ready for landing. The mountings which he employed for these 4.7″ guns were the pedestal type as used on board ship, secured to cross baulks of timber. They were no sooner completed than he set the Dockyard to work to construct field carriages for the same guns, and in forty-eight hours the first mounting was complete. This carriage is now preserved

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at Whale Island, also the gun and the second carriage, which was built later at Durban to a better and lighter design. Sir George wrote in his despatch :—

"Captain the Honourable H. Lambton, R.N., reached Ladysmith in the nick of time. He brought with him two 4.7″ and four 12-pounder guns, which proved to be the only ordnance in my possession capable of equalling in range the enemy's heavy guns. Although the ammunition available was very limited, Captain Lambton so economised it, that it lasted out to the end of the siege (119 days), and under his direction, the naval guns succeeded in keeping at a distance the enemy's siege guns, a service which was of the utmost importance."

The Navy is well trained in the use of economy.

The *Terrible* proceeded to Durban and Captain Scott was appointed Military Commandant. On the morning of the 8th of November the defence force marched out to take up their positions outside the town. The force consisted of 450 officers and men, from the ships at Durban, with 30 guns drawn by 100 bullocks and 60 horses. When without bullocks, the full crew of the 4.7″ gun was 100 men. Shortly afterwards a detachment of two 4.7″ guns and four 12-pounders was sent to join General Buller. When the danger to Durban was passed, the remainder of the 12-pounder extemporised field guns (sixteen in all) were sent to the front.

In January, 1900, a 4.7″ gun mounted on a railway truck and two 4.7″ pedestal mountings were sent to Chievely. On February 8th General Buller wired for a 6″ gun on a field mounting. A gun was landed from the *Terrible*, a mounting was built at the factory ashore and the whole equipment was delivered at Chievely on the 12th. This gun was used for bombarding the Boer positions at Colenso, and fired 600 rounds, some of them at a range of 16,000 yards.

After six months in South Africa the *Terrible* left for China, and Scott's thoughts turned once again to

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the improvement of the Gunnery in his ship, and he determined if possible to beat his record in the *Scylla*.

On June 15th, 1900, after a stay of some weeks at Hong-Kong, orders came to embark troops and proceed to Taku in view of the Boxer rising. Here was assembled an International Force, preparing to march to the relief of Pekin to prevent the massacre of the Europeans. The operations conducted by Admiral Sir Edward Seymour had the assistance of a field gun and crew landed from the *Terrible*. Lieutenant Drummond was especially complimented on the accurate fire of the naval guns under his command, and Scott was able to devise several novel spotting arrangements for obtaining greater accuracy with less expenditure of ammunition.

The *Terrible* had only a month to work up after leaving the operations in China, and on this, her first prize firing, succeeded in obtaining 80 hits out of 104 rounds, a percentage of 76.8 compared with the 80 per cent. in the *Scylla*. Scott saw that better results could yet be obtained and introduced a ' loading teacher ' and also what was known as a ' deflection teacher.' He also invented an improved form of target, which was adopted five years later.

While Scott was at Hong Kong early in 1901, he became acquainted with Lieutenant W. S. Sims of the United States Navy, at that time serving in the U.S. Battleship *Kentucky*. Sims was much impressed with Scott's ideas on gunnery, and only the action of President Roosevelt prevented him getting into trouble for his outspoken criticism of the methods then prevailing in his service.

On September 18th, 1902, the *Terrible* arrived at Portsmouth after three years' absence, and was given a great ovation. On the 1st of October, Scott visited King Edward at Balmoral and was made a C.B. and C.V.O. The *Terrible* was paid off on October 24th.

On April 1st, 1903, Scott was appointed Captain of the *Excellent*, a position he was to occupy for two

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years. He described his term of office as "one continuous battle with the Admiralty." He laid particular stress on improving the sighting arrangements of gun-mountings, and devoted much time to improving the instruction and bringing the training at Whale Island on to more up-to-date lines.

In 1904 it was decided that the Captain of the *Excellent* should live on the Island, at the west end of the east block. A garden and tennis court were laid out, trees planted, and plans for the house approved. The idea, however, was countermanded, as it was considered that the Captain's wife might get ill and necessitate firing at the proof butts being stopped. The house is still unbuilt, and an Admiralty letter states that "My Lords Commissioners have decided not to build a Captain's house."

A three-roomed motor and cycle house was built this year at a cost of £400, the officers' mess agreeing to pay a yearly rental for the use of it.

In 1904 a photographer was added to the complement of the Island.

The men's kitchen at the back of the lecture room was converted into a confidential book store.

On February 24th, 1904, King Edward visited the Island and a mimic attack took place in which Scott's motor car took part, covered so as to represent an armoured car.

Scott left the *Excellent* on his appointment, February 24th, 1905, to be the first Inspector of Target Practice. The Admiralty followed the lead of the United States in this matter, Captain Sims held a similar appointment in that Navy.

There is no doubt that a remarkable improvement in Naval gunnery took place at this period, a strong combination existing with Lord Fisher as First Lord and Captain J. R. Jellicoe as D.N.O. Scott was promoted Rear-Admiral on February 24th, 1905.

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Captain Frederick Tower Hamilton, 1905—1907.

(Aged 49 years).

Hamilton was mentioned in dispatches when a Sub-Lieutenant for services in the Zulu war. He qualified in torpedo and served on the staff of the *Vernon* from 1881 till 1885. After a commission at sea, he returned to the *Vernon* as First Lieutenant, he was appointed to the D.N.O.'s department in 1891, and was promoted to Commander in 1892.

As a senior Commander he commanded H.M.S. *Defiance*, the torpedo school at Devonport, and retained the appointment after promotion to Captain.

When Captain Hamilton joined Whale Island the designs for H.M.S. *Dreadnought* were nearing completion. The ship was laid down at Portsmouth, on October 2nd, 1905, she was launched on February 10th, 1906, she went to sea for trials on October 3rd, 1906, and was completed for service on December 11th. The result of this amazing effort was stupendous. The design of the ship was revolutionary and costly in proportion. Her increase in gun power, speed and armour protection placed the fleets of the world on the obsolete list, and her unexpected appearance gave Britain a two-years' lead in Naval shipbuilding, which she retained until the end of the war.

In 1905 it was decided that all Sub-Lieutenants should be accommodated at Whale Island whilst going through the Gunnery Course. The change necessitated an enlargement of the officers' mess, since as many as eighty officers were under instruction at a time. It was decided to extend the west block to the west and north-west. The new buildings were completed in six months, giving 80 extra cabins, with bath-rooms and heating appliances. At the same time the officers' mess-room was doubled by an extension to the northward, two new billiard-rooms and a lavatory were made, and the old billiard-room turned into a smoking-room, while the Sub-

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Lieutenants' luncheon-room became a card-room. The kitchens were much improved and all the silver from the R.N. College was transferred to Whale Island.

A small block to hold 30 Petty Officers was built and named " L " block.

The dummy turrets already mentioned were commenced this year, and finished in 1907, and the new stables built. The old boathouse was hauled up on the south bank and converted into a store-room.

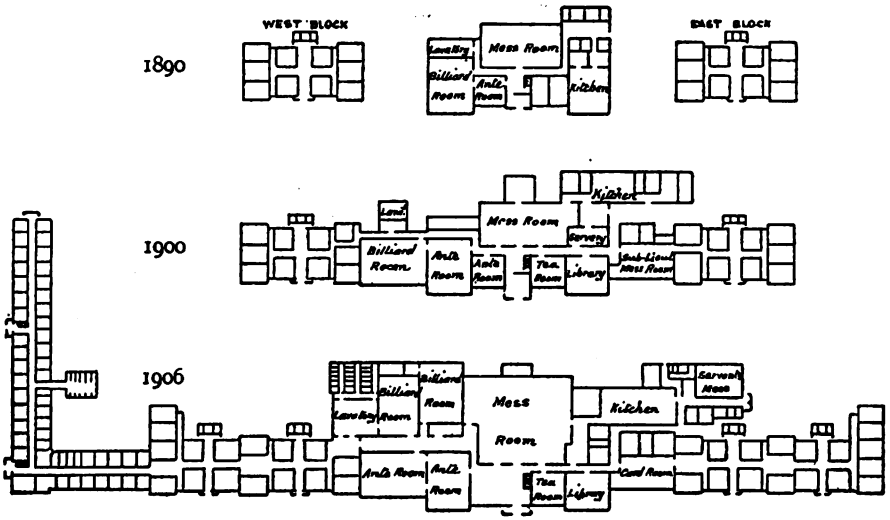


Plate XIX

Plans of Officers' Quarters

In 1906 the office block, which had become much too small for the purpose, was extended to the southward, and the old building entirely re-arranged, making all the offices much larger.

The pier, which was in a bad condition, was partly re-built with ferro-concrete piles. In order not to prevent the use of the crane during the alterations, a temporary gantry was run underneath it on the west side for the railway trucks. This was removed in 1908, by which time the partial re-building was completed.

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The new regulations with regard to Ward-room servants came into force this year, the Marine servants being relieved by untrained boys entered straight from the shore. This necessitated re-construction of the Ward-room Domestics' quarters, and reduced the number of rooms available for the accommodation of seamen.

In 1907 a new kitchen was made for the Warrant Officers' mess, with gas cooking appliances, the old kitchen being converted into a Domestics' mess.

The squash racquets courts were also begun, and were finished in 1908.

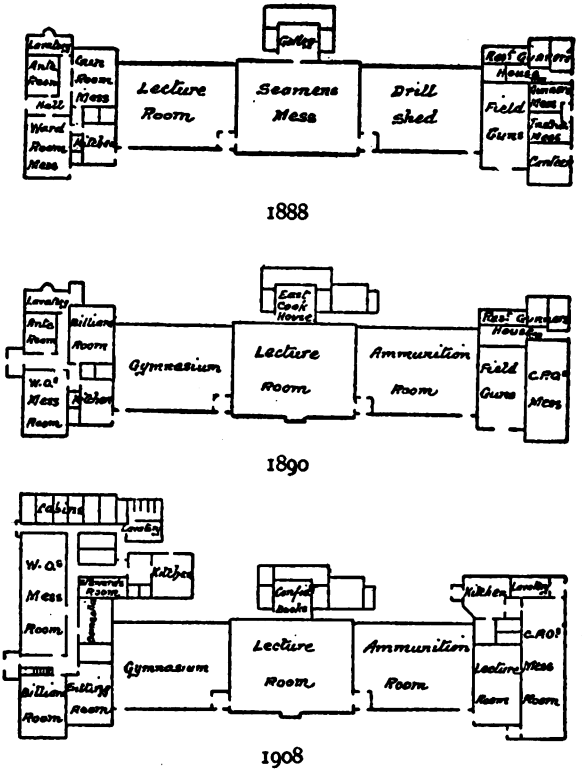


Plate XXI

Plans of Lecture Room Block

Captain Hamilton left the *Excellent* and was appointed the Inspector of Target Practice, July 5th, 1907. He was promoted to Rear-Admiral while serving in this capacity.

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Captain Reginald Godfrey Otway Tupper, 1907—1910. (Age on joining, 48 years).

Tupper qualified as a gunnery officer in 1883-4 and afterwards served on the junior staff of the *Cambridge*. In 1888 he served as Staff Officer of the Naval brigade under Vice-Admiral Sir E. R. Fremantle, K.C.B., C.M.G. and took part in the punitive expedition against the Sultan of Vitu in East Africa. He was mentioned in despatches for his services ashore. He returned to the *Excellent* in 1891 to re-qualify.

As a Commander, Tupper served in destroyers and on the staff of the Naval Intelligence department of the Admiralty. Afterwards he commanded the *Pylades*, a masted cruiser on the Australian station, where he acted as Deputy Commissioner of the Western Pacific. He returned home in 1901 on promotion to Captain.

His Captain's employment began as Secretary to a commission presided over by Lord Camperdown to report on the use of armed merchant cruisers, which led to the subsidisation of the Cunard liners *Mauretania* and *Lusitania*. In 1902 he was appointed to the Naval Ordnance department and between 1903 and the time he joined the *Excellent* he commanded the *Venus*, *Prince of Wales* and *Centurion* on the Mediterranean station.

Captain Tupper's period in the *Excellent* coincided with the programme of heavy ship-building, which followed the commissioning of the *Dreadnought* and included the new class of battle cruisers. The first ship of the class, H.M.S. *Invincible*, had experimental electric turrets, which, however, were not successful and were removed in 1914. Firing trials were carried out against the *Hero*, *Colossus* and *Edinburgh*.

In 1908 the officers' mess was greatly improved by laying black and white tiles in the porch and hall. A new watch house was built in place of the old hut, which was removed bodily to the garden plot where it has since been used for a tool shed.

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In this year the telephone system was converted from an overhead to an underground one. A further great improvement to the appearance of the Island was effected by enclosing the Director of Works' yard with a corrugated iron fence.

In 1909 an East door to the card-room in the officers' block was formed by a screen of oak and glass. This is not an ornament to the room, but it keeps away the draught, which was very bad before this addition was made.

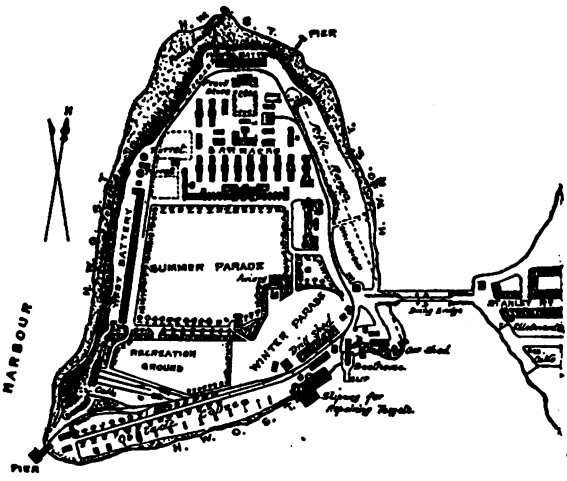


Plate XXIII

Whale Island, 1908

During this year a new cricket pavilion of red brick was built on the site of the old timber one. Much better accommodation for visitors and for the stowage of cricket and football gear was provided.

A doorway leading from the Warrant Officers' mess was cut in the north wall of the Gymnasium. This was for the convenience of the Warrant Officers, when they were using the gymnasium and lecture Rooms for dancing.

The old Band practice-room in the canteen was converted into a private canteen for Chief and Petty Officers. Up to this time they had been given no special accommodation in the Canteen.

In 1910 the old army-pattern ovens and boilers were taken out of the seamen's cook house, and modern

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Whale Island from the Shore, 1908

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cooking ovens and boilers were put in. Hot cupboards were also provided. The present installation is capable of cooking for 2,000 men.

An additional Gunners' store was erected to the northward of the existing one.

On June 6th, 1910, the R.H.A. gun-carriage, used at the funerals of Queen Victoria and King Edward VII was presented to the Royal Navy by His Majesty King George V. The claim of the Royal Navy to this gun-carriage was established when the seamen of H.M.S. *Excellent*, who were lining the streets at Windsor on February 2nd, 1901, were called upon to replace the horses of the R.H.A., which had become excited and restless. On May 20th, 1910, at the funeral of King Edward VII, 150 seamen from H.M.S. *Excellent* manned the gun-carriage from Windsor Station to St. George's Chapel in Windsor Castle. Five sets of Naval field-gun drag ropes were used on this occasion. Four of these were afterwards presented to the four permanent messes on Whale Island, one set remaining with the gun-carriage.

To accommodate the gun-carriage a house was built in September, 1910, on the west side of the Quarterdeck. It is of red brick, finished with Portland stone. Originally it was not an imposing building, but it was greatly improved in 1913 by the addition of stone pillars at the corners and a large Tudor crown in the centre.

Captain Tupper was appointed an A.D.C. to the King on June 22nd, 1909. For his association with the Royal funeral he received the C.V.O. The officers who took part received the M.V.O. and the petty officers and men the medal of the Order.

On August 19th, 1910, Tupper relinquished the command, and on September 20th was promoted to Rear-Admiral. On leaving the *Excellent* he was appointed a member of the Submarine Committee, and shortly afterwards became a member of the Mission sent to Foreign Courts to announce the Accession of King George V.

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Captain Frederick Charles Tudor Tudor, 1910—1912.

Tudor passed out of the *Britannia* top of a term of 56 cadets and joined the *Raleigh* on the Mediterranean station. During the Russo-Turkish war of 1877, she assisted in the disembarkation of 25,000 Indian troops in Cyprus, and in 1880 she made a sailing trip round the world to take the relief crews out to Australia. As a young Lieutenant he served as Navigating officer of the gunboat *Zephyr* in China, until he was ordered home to qualify in gunnery in 1886.

He passed first of his course and subsequently served in the *Excellent*, on the junior staff in 1888, in the experimental department in 1892 and on the senior staff in 1894. He was appointed an Assistant to the D.N.O. from 1896 until his promotion to Commander in 1897.

As a Captain he was for three years Assistant Director of Naval Ordnance, and he commanded H.M. Ships *Challenger* and *Superb* before joining the *Excellent*.

During the ensuing period, the instructional side of the Establishment was continually being developed on practical lines. The experimental department, much augmented in recent years, was fully occupied with the resuscitation of director firing on modern scientific lines, and the initiation of the 15″ gun and its mountings, in addition to many other improvements and questions.

On the "internal economy" side probably the most important change was the placing of the Band on a Service basis, which not only improved their musical performance, but greatly reduced the expenses incurred by the Ward Room Officers.

In 1911 the waiting-room at the pier head was extended, so as to form a suitable mess-room for boat's crews. The old waiting-room was improved, and is now a mess for Petty Officers. A kitchen was added, and hot and cold water laid on.

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The old cast-iron galvanised cold water baths were removed from the seamen's blocks, and sinks for washing crockery were substituted. This alteration supplied a much-needed want, and added greatly to the comfort of the mess-rooms.

In 1912 a corner of the bar in the canteen was separated to form a bookstall for the sale of newspapers, books, etc. It was put under the management of Messrs. Gale and Polden, who paid a rent to the Canteen.

A stall to accommodate an extra horse was built at the west end of the cart-shed.

An additional section was added to the eastern end of the North Battery, and a small boiler-house erected at the north-east corner of the main magazine, in order to supply heat to the radiator in the drying chamber of the magazine. This chamber was extended and another radiator added in April, 1917.

A shed was built to house the boilers driving the dynamos, which supplied electric light to ships moored in Fountain Lake. These boilers and dynamos were subsequently placed on board H.M.S. *Fisgard II.*, which was lost at sea off Portland in the early days of the war. The shed was afterwards converted into a lecture-room and a store for diving gear.

In order to provide shelter for the firing classes on Tipnor range during bad weather, two brick shelters were erected, one just South of the 300-yds., and the other between the 400-yds. and 500-yds. firing points.

In June, 1912, Captain Tudor was appointed Director of Naval Ordnance and he was promoted to Rear Admiral whilst holding that appointment.

Captain Morgan Singer, 1912-1914.

Captain Morgan Singer qualified in gunnery in 1888-9 and, while serving on the junior staff, was the first commissioned officer to live on Whale Island. He re-qualified in 1894 and served on the senior staff that year.

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During his command of the *Excellent*, the first anti-aircraft mounting was under trial in the cruiser *Dido*. It mounted a 3″ gun which was fired at a kite towed by a destroyer.

In 1913 an Armourers' shop was built at the south west corner of the gun-mounting shed, and fitted with a forge and lathe.

A bicycle shed, capable of holding 70 bicycles, was erected north of the Director of Works' yard for the use of petty officers and seamen. Later in the year a further shed north of the existing one was built and subdivided into small sections capable of being locked up. This was built out of Canteen funds, and a small rent is charged to men using it.

During this year Commander Oliver Backhouse, R.N., took in hand the south-east corner of the lawn, which had been rather an untidy spot. Under his direction the garden was made. It was well stocked with a large variety of rock-plants, and soon became one of the most pleasing corners in the island. Several varieties of water-lilies grow in the pools, and a large number of gold-fish thrive.

At the same time the aviaries were brought from the south-west corner of the lawn to their present position between the garden and the parade ground. The lower pool, which is the home of various kinds of geese and duck was also made. A pump, worked by wind-power, pumps water from this lower pool to the upper ones in the garden. These, in turn, drain into the lower one, so that a continual change of water takes place.

A further addition to this corner of the lawn was made by wiring off the Wallaby paddock. Its first occupants were two kangaroos, but when " Cuthbert " died, and was placed in the glass case outside the Officers' mess room, his mate was exchanged for the buck wallaby and two does. These have increased their numbers from time to time. At a later date two rheas were placed in this paddock.

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In 1914 a tower was built to the west of the North Battery for the purpose of instructing officers and ratings in the use of the range-finder. It consists of a three-storied building, the two lower ones being used for stores and lecture-room. In the centre of the top room the range-finders are fixed on a firm concrete base, and by raising revolving shutters it is possible to take ranges on all four sides.

The old firing-platform was removed from its position east of the motor garage, and an alteration to the north end of the garage provided a small lecture-room for Armourer ratings.

Captain Morgan Singer relinquished the command on the day that war was declared and became the Director of Naval Ordnance.

Captain Cole Cortlandt Fowler, 1914—1917

(Age on joining, 48 years).

Captain Fowler was a torpedo officer and qualified in the *Vernon* in 1891. He served on the staff of the *Vernon* until 1892 and then as torpedo officer of H.M.S. *Ramillies*, *Repulse* and *Mars* in the Channel squadron. On promotion to Commander on December 31st, 1901, he was re-appointed to the *Mars* and served in her for another three years as her executive officer.

In 1905 he took command of the *Defiance*, the torpedo school at Devonport, until his promotion to Captain in June, 1907. His sea-going commands as a Captain were in H.M.S. *Furious*, tender to the *Vernon*, *Jupiter and Roxburgh*. Captain Fowler was appointed to the *Excellent* on the outbreak of war, and he relinquished the appointment in March, 1917, in order to join H.M.S. *Collingwood* in the Grand Fleet; He was appointed A.D.C. to the King in March, 1918.

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Whale Island during the War.

With the opening of hostilities, and the consequent withdrawal of all active service ratings from the establishment, Whale Island ceased for a time to be a training school for Naval Gunnery, and became principally a depot for drafting purposes. It was not until the early months of 1915 that the Island reverted to its proper role. The " Long Course " which should have begun in September, 1914, was postponed until the following January, and shortened to six months. From then onwards, special courses for Officers were introduced from time to time to meet the requirements of the Grand Fleet.

The *Caesar* was the firing tender to the Gunnery School for most of the war ; but owing to the activity of the German submarines, her base was first moved to Gibraltar and later to Bermuda. Towards the end of 1918 the *Commonwealth* relieved her, and was based on Invergordon.

An enormous amount of work was done in the training of R.N.R. and R.N.V.R. Officers. During the war Whale Island was the Portsmouth Depot for these Officers. A special course was instituted to instruct Captains and Officers of merchant ships in the ways and habits of hostile submarines, and their method of attack. 2,300 officers attended this course in the *Excellent.*

With the arming of merchant ships, great strain was put upon the Island's resources to train the necessary ratings to man the guns in these ships. Altogether nearly 3,000 ratings were passed out, and for their accommodation the northern end of the drill shed was fitted up as a huge mess. 300 men were accommodated at a time in this way, and owing to the congestion it was known as " The Bulgarian Camp."

In addition, special courses were given to R.N.A.S. Officers and Military Officers of the Machine Gun Corps. These afterwards became Instructors to the Tank Corps,

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and founded the Tank Gunnery School at Bovington in Dorset. Nearly 2,000 ratings belonging to the Tank Corps were trained, and to commemorate this fact the War Office presented the Mark IV. male Tank, No. 102, to the Island. The Tank crossed by the causeway on the 29th March, and was finally presented to the Island on 1st May, 1919.

In 1915 anti-aircraft guns were mounted in the Island, and formed part of the harbour defences. The first gun was manned for a time by men of the Royal Artillery, who lived under canvas on the lower football ground. These guns were only tested once, in September, 1916, when a Zeppelin came over Portsmouth and dropped bombs, but without doing any damage. With the exception of a 3″ gun at Southsea Castle and a 4″ gun at Fort Blockhouse, all the guns of the defences were useless. A 6″ H.A. gun was mounted in the Island in April, 1917 and tested up to 90° elevation with sand shot, but it was not allowed to be used in the barrage defence, as it was considered that the fragments of the shells would cause excessive damage to buildings in the Dockyard.

Special precautions were taken in case of aerial attack. Protection was provided for the gas, water, and electrical mains, and the contents of the magazines were reduced to a minimum. Tanks containing fresh water were placed on the quarter deck, and a temporary wooden bridge was made for crossing to the mainland in the event of the iron one being destroyed.

From 1916 to March, 1919, the anti-aircraft department of the M.I.D. had their head-quarters at Whale Island. On leaving, the members who had worked on the Island presented a clock, which has been placed in the hall of the Ward room mess.

In 1915 the old green-house on the south side of the officers' baggage store was taken down, and a new one, with facilities for heating, was erected against the east wall of the Gunners' store. About the same time the old boat-house east of the blacksmiths' shop

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was broken up. This boat-house was originally used as a cook-house for boys from the *St. Vincent*, whilst doing their training on the Island.

The old accoutrement store in the bridge guard-house was converted into an additional dark-room for the Island photographer.

A cook-house capable of cooking for about 300 men was erected on Tipnor range.

In 1916 a gun-director tower was built north of the power house by the dummy turrets. All the steel work in connection with this building was wrought by Armourer ratings of the establishment. Altogether a great deal of work was done in the Armourers' shop during the war, especially in connection with mountings for high-angle guns, and in making and fitting director-gear for H.M.S. *Iron Duke*, *Emperor of India* and *Benbow*.

In June of this year the old range-finding tower by the main guard house was converted into a pigeon loft. The Island was used for a couple of months as a collecting place for trained carrier pigeons on their way to France.

The gantry at the gun-mounting shed, which had originally been laid on longitudinal baulks of timber, was becoming very unsteady owing to the decay of the timber. The baulks were removed, and a new foundation of reinforced concrete laid down.

A shed for gun-measuring was erected at this time. It was provided with a gas boiler for heating rubber and an overhead gantry. Guns can now be lifted direct from railway trucks and run into the work room.

Owing to the extra staff employed in the experimental office, it was necessary to find additional space by flooring in the roof trusses, which practically added another floor to the offices.

In 1917 the overhead girders in the West Battery were taken down, and were converted by the Armourers into a gantry for use inside the Battery and a second gun-measuring shed was built south of the existing one to deal with the large increase of this kind of work.

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The ground at the east end of the drill shed was paved with concrete. This was a great improvement, because this ground had been a quagmire, owing to the difficulty in obtaining proper drainage.

Captain Henry Ralf Crooke, 1917—1918

(Age on joining, 42 years).

Captain Crooke qualified in gunnery in 1897 and served on the junior staff of the *Excellent* until 1900, writing of this period he has contributed the following anecdote :—

" During either my Acting Sub's or Long Course, when T. B. S. Adair was Commander, the *Excellent's* Battalion attended the annual Queen's Birthday Review on Southsea Common. It was *before* the Stamshaw Bridge was built and we had to start early, in full dress, and ferry over the creek.

" The day was showery and threatening worse, so when we arrived on the Common, no other troops were there. Colonel Auld, on the staff of the General Commanding, rode out and suggested to Comdr. Adair that we had better return. The latter, screwing his eyeglass firmly into his eye, observed that ' He had come out to honour his Queen, and was going to do so.' Much stir observed after this in Victoria Barracks ; but another shower kept the Military from turning out. The Admiral arrived to take the salute instead of the General, and after the ' Review ' concluded, the *Excellents* marched back up High Street, past G.H.Q. Office, playing ' A life on the ocean wave.' The local papers that evening suggested that the War Office should supply umbrellas to the troops: but they *didn't* suggest that the Admiralty should renovate the *Excellent's* No. 1 kits."

After a commission in the *Repulse,* Crooke returned to carry out the duties of Experimental Lieutenant from 1903 till 1905. Captain P. M. Scott was then in command and the work of providing the fleets with telescopic day and night sights was begun. A very

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large number of gun-mounting trials were carried out, both in new ships and ships that had been refitted. The airblasts for clearing the bores of turret guns of residue were introduced after trials with an old drain pipe.

He left the *Excellent* to become Assistant to the Director of Naval Ordnance and was promoted to Commander while he held this appointment. As the Executive Officer of the *Good Hope*, he saw the original trials of the extemporised director sight invented by Rear-Admiral Sir P. M. Scott.

As a Captain he served on the Boom Defence and Director Firing Committees. He was present at the decisive trials carried out between the *Orion* and the *Thunderer*, and was Assistant Director of Naval Equipment from 1913 until the outbreak of war. Captain Crooke commanded H.M. ships *Undaunted* and *Caroline* during the Great War and took part in the battle of Jutland in the latter ship.

His appointment to the *Excellent* in March, 1917, bore the peculiar endorsement *for the period of the War*, but this was not effective because he was appointed D.N.O. six months before the armistice.

Probably the most striking change, which took place during Captain Crooke's term of office, was the introduction of the W.R.N.S. as cooks and waitresses in the officers' messes. The innovation was a good one, as it released a number of men to serve in the war, but it met with a great deal of opposition before it was put into effect. Whilst the matter was under consideration, a visit was paid to the Island by Dame Furze, who observed that the place was " just like a big London Club " and that they had provided women to serve in a great many of them. It was necessary, however, to point out to her that no London club had 3,000 seamen billetted in the immediate vicinity, and that the club members were elected, joined voluntarily and paid a good entrance fee; none of which conditions applied to the *Excellent's* officers' messes during the war. In the end it was decided that the W.R.N.S.

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should not sleep on the Island and a proportion of youths were retained to act as officers' valets. The W.R.N.S. were a great success and everybody was sorry when they were demobilised at the end of the war. Admiral Crooke writes of them:

"I had only once any difficulty in connection with the W.R.N.S. About a week after their arrival the Commander came to my office with a very gloomy face, to report that on the previous evening about 7 p.m., he had come across one of our men embracing a Wren in the Rock Garden. I directed the W.R.N.S. (Lady) Officer to deal with the female delinquent—in public before the rest of the detachment—and said that I would see the man.

"Him, I found to be a 3rd class Officers' Steward, and very ill-looking to boot, I sentenced him to 14 days 10A and told him to tell everyone else that the next offender would get a fortnight in cells, and that the east end of Stamshaw Bridge was the limit for osculation."

Another war-time innovation which has borne great fruit, was the pig and poultry farm. The fowls were introduced first, and in 1917 Commander Bowring started the pigs, feeding them on the waste food from the messes. Amongst them was a huge sow called Tirpitz, which had been rescued from the *Dresden*, when she was destroyed, and "deposited" by Captain Luce of the *Glasgow*. Tirpitz became a nuisance, breaking down the chicken runs to raid their food, so Captain Luce, then in charge of the Cranwell Training establishment, was requested to have her back. It took ten men to get her into the van to be sent to Cranwell and in the end her stuffed head graced a wall of the War Museum at the Crystal Palace. The fattening of pigs has always been a useful business, and the profits have been the mainstay of the garden fund ever since the farm was started.

In 1917 and 1918 three-quarters of the lawn was put under hay. This did not do so much harm to the grass as was expected, and it had to be done because of

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the restrictions placed upon the use of petrol. It was found impossible to keep the grass down with only one small pony to do the mowing. In 1916-17-18 the hay at Tipnor was cut and harvested by the ratings on the Island. In these years 130 tons of hay—realising £800—were harvested. It was bought by the Army and sent across to France. In addition to this, in 1918 thirty-five sacks of white oats were grown on the range for the horses.

Three swarms of bees were bought in 1918 and have been renewed from time to time, but the bees never do well on the Island, presumably because they do not like to fly over the water to get their food.

Several much-needed pathways were constructed, one leading from the Turrets to the North Battery, another through the plantation near the Sub-Lieutenants' block, and a third from the guardroom across the lawn adjacent to the wallaby's paddock.

To accommodate the female Writers who were employed in the offices, a brick building was erected on the top of the bank east of the office block. This building became the grounds office when the W.R.N.S. were demobilised, 30th September, 1919.

In 1918 the gantry on the west side of the lawn was erected in order to unload guns and take them to the entrance of the West Battery.

Captain Crooke left the *Excellent* and became the Director of Naval Ordnance in June, 1918.

Captain Robert Nesham Bax, C.B. 1918—1920.

Captain Bax qualified in gunnery, when a Lieutenant of two years' seniority, in 1898-9, and did his junior staff time in the *Cambridge* at Devonport.

As Gunnery Lieutenant of the *Sutlej* in 1902 he saw the beginning of the development of long range firing, when the battle practice took the place of the gunlayer's test as the criterion of a ship's efficiency. He was promoted out of the *Berwick* and appointed Drafting Commander at Portsmouth from 1906 to 1908.

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On promotion to Captain in 1913 he was appointed to the *Vernon* as Secretary of the Boom Defence Committee, and at the end of the year he became Flag Captain to Rear-Admiral B. Currey in the *Prince of Wales*.

On the outbreak of war, the ship was part of the Channel Fleet, and in March, 1915, she proceeded to the Dardanelles to join the squadron, under Rear-Admiral Thursby, which landed the Australians at Anzac. After a period at Taranto with the Italian fleet, Captain Bax became Flag Captain to Rear-Admiral Thursby in the *Lord Nelson*, flagship in the Eastern Mediterranean. He was awarded the C.B. in 1917.

When Captain Bax joined the *Excellent* in March, 1918, the war effort was at its maximum. Accommodation arrangements were strained to the utmost and men were encouraged to go on night leave in order that there might be enough beds to go round for those sleeping on the Island.

With the Armistice and demobilisation the number of men accommodated in the Island was much reduced, the following alterations were made in the blocks. H I. room became a baggage store for Wardroom Officers; H II. room became the Whale Island Museum; H III. and H IV. became lecture rooms; G III. and G IV. rooms became school rooms; J block became the Fire Control section. The Bowling Alley was converted into offices for the "Instructional Production Section," a new branch started in 1919.

Every effort was made to modernise the instructional appliances and all kinds of guns and instruments were appropriated from the ships that were broken up. Since then it has become an established policy to keep the Gunnery Schools up to date with instructional gear, and, when new equipment is ordered for the fleet, provision is made for the schools. This is necessary in view of the complexity of modern apparatus. It would be impossible to give proper training ashore, if

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the schools had to await a ship being put on the scrap heap before examples of her equipment could be obtained.

Other changes which took place in the Island were as follows.

In the early part of 1919 the library in the Officers' block was removed to the card room. The old library was made into an ante-room. This was a great improvement, as the card-room had ceased to be anything more than a passage-way from the east block to the mess. A glass-covered passage way was built on the south side of the new Library. A door was made in the north wall of the mess room to enable D I. room to be used as a supper room for dances.

A mushroom bed was planted in a shed behind the proof butts.

War Memorials were placed in the four permanent messes of the Island.

The Gymnasium was converted into a Church, and the War Memorial, consisting of Church furniture, was completed by the end of the year.

The garage was much enlarged. Additional concrete for washing cars was laid on the south side, and the former bicycle room on the south side was fitted with seven sets of doors to accommodate seven cars, making a total accommodation for eleven cars. The east corner of the Works Department pound was surrendered to improve the approach to the garage.

Additional accommodation in the same building was also made for 40 motor bicycles, 40 bicycles and a chauffeurs' mess. A large doorway was made in the drill shed to allow of the three motor lorries being stowed inside.

The swing bridge to Stamshaw was out of action for a month for extensive repairs, during which time all wheeled traffic used the causeway. Tents were erected on the Stamshaw side for the accommodation of cars. This was the first thorough overhaul of the bridge since its completion in 1899.

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In August, 1919, all the buildings erected for the Kite Balloon Section at Tipnor were transferred to the *Excellent*. This provided accommodation for—

20 Officers in the Officers' Quarters,

The Photographic School,

The Anti-gas School.

Mr. Bennett was discharged on September 30th, 1919, at the age of 68, after 28 years' continuous service as Electrician of the Island.

A saluting battery of four 12-pounder guns was added to the Island, and placed on the bank behind the proof butts.

The racquet court, which had been used during the war as a Zeppelin spotting shed, was re-conditioned and thoroughly repaired. As it was never used, except for badminton, it was appropriated in 1929 for the Observer's Spotting Table.

Five additional tennis courts were added on the lawn, making a total of eleven.

A new block of lecture rooms was built on the south bank of the Island. By the time it was finished J block and the new bowling alley lecture room had been turned over to the instructional side, so it became possible to allot the new block to the Instructor Commander. One of the old school rooms was turned into the dry cleaning shop, the dry cleaning plant being purchased out of the pig fund, the other became the diving store and lecture room.

On leaving the *Excellent*, Captain Bax took command of H.M.S. *Royal Sovereign* in the Channel Fleet. During the coal strike of 1921 he was Commodore in command of the Naval Brigade, at Aldershot, consisting of four R.F.R. battalions each 1,200 strong.

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Captain Francis Herbert Mitchell, D.S.O. 1920—1922

(Age on joining, 44 years).

Captain Mitchell qualified in gunnery in 1899 as a Lieutenant of four years' seniority. He remained on the staff of the *Excellent* until 1902 when he was appointed to the *Mars* as First Lieutenant.

He was promoted to Commander in 1905, with ten years' seniority as a Lieutenant, and was appointed to the *Victory* for R.N. barracks. After a commission as Executive Officer of H.M.S. *London*, 1907-1909, he was appointed to the Naval Ordnance Department for two years and then took command of the *Pegasus*, a cruiser on the Australian Station.

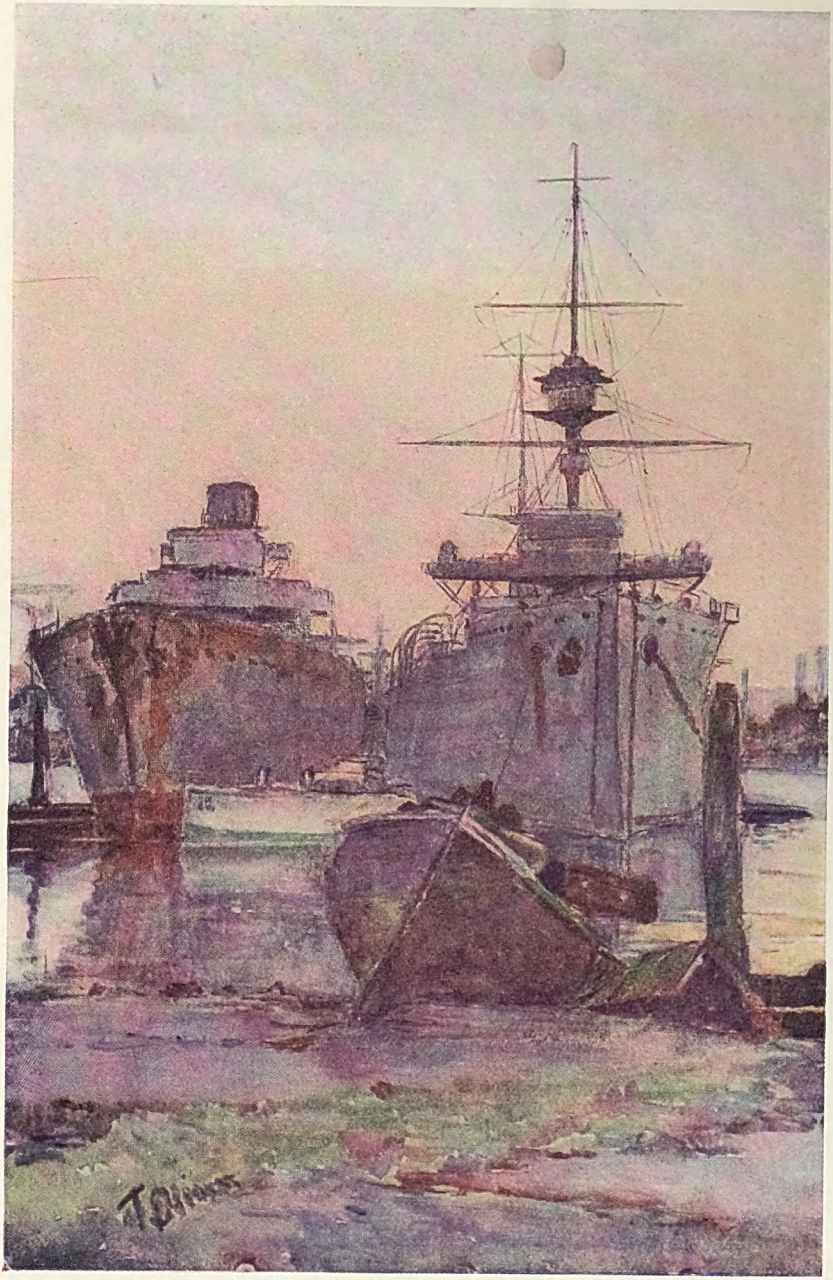
The ship was at home in December, 1913 when he was promoted to Captain, and he remained unemployed until the mobilisation which preceded the outbreak of war, when he was given command of H.M.S. *Eclipse*.

In February, 1915 he was attached to the staff of Rear-Admiral Rosslyn Wemyss and proceeded to Mudros to organise the base for the Dardanelles expedition, receiving the D.S.O., Legion of Honour and Order of the Nile for his services. In November, 1916 he took command of H.M.S. *Exmouth*, in September, 1917 he became Flag Captain and Chief of Staff to the C.-in-C., Portsmouth, and in October, 1918 he was appointed to H.M.S. *Bellerophon* in the Grand Fleet.

Captain Mitchell left the *Bellerophon* at the end of the war and in March, 1919 was promoted Commodore 2nd Class and President of the Dardanelles Committee. He was not again employed until he took command of the *Excellent* in June, 1920.

His period in command coincided with the re-organisation of the Fleet which followed the de-mobilisation, when the school settled down to the routine business of training officers and men. Owing to the large surplus of Sub-Lieutenants and Lieutenants

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The captured "Nurnberg" in Fountain Lake by T. L. A. Oliver

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undergoing the training which had been postponed during the war, the instructional Staff had a very busy time and courses and examinations followed each other without breaks or leave periods. To provide sufficient accommodation a number of Sub-Lieutenants were billetted in the temporary buildings on Tipnor rifle range. 1920 was the " peak " year, when 443 officers were trained. The numbers dropped to 290 in 1921 and 320 in 1922. These officers had carried out their theoretical course at Cambridge University in order to relieve the congestion at the Royal Naval College, Greenwich.

The Anti-gas school was started at Tipnor in April, 1920, and came under the command of the Captain of the *Excellent.*

A notable advance was made in the designs of shell and bombs and in the arrangement of armour protection. Trials were carried out in 1921 against the ex-German battleship *Baden* and the cruiser *Nurenberg*, and conclusive results obtained. These ships were afterwards sunk in deep water to conform with the terms of the Treaty of Versailles.

Captain Mitchell left the *Excellent* to take command of H.M.S. *Ramillies* in the Atlantic Fleet.

Captain Arthur John Davies, 1922—1924

(Age on joining, 45 years).

Captain Davies has the distinction, rare enough in these days, of starting his career in a sailing ship. He was a Lieutenant in the *Cruiser* in 1899, a sailing sloop employed for training ordinary seamen. After a period in the *Vulcan*, the torpedo ship at Malta, he came home to qualify in gunnery at the end of 1900 and remained at Whale Island on the staff until June, 1903. He served as Gunnery Officer of H.M. Ships *Irresistible*, *Bacchante* and *Leviathan*, and returned to the senior staff of the *Excellent* in August, 1907. He became First Lieutenant in 1908 and was promoted at the end of the following year.

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After a course at the War College, Davies was appointed Commander of the *Queen* and *Zelandia*. His next appointment was Flag Commander on the staff of Vice-Admiral Sir C. J. Briggs, K.C.B. in H.M. Ship *Exmouth and Dreadnought*. On the outbreak of the war he was Commander of Whale Island and he did not succeed in getting to sea until December, 1914, when he went to the *Tiger*. He was promoted at the end of the year and left her to become Assistant Superintendent of Aircraft Construction.

Captain Davies commanded H.M.S. *Cassandra* from May, 1917 until May, 1918, when he was appointed Flag Captain of the *Lion* " and for gunnery duties in the Battle Cruiser force." In March, 1919 he became Flag Captain to Vice-Admiral Sir Henry Oliver, K.C.B., K.C.M.G., in H.M.S. *King George V*, the flagship of the Reserve Fleet, and in September, 1920 he accompanied Admiral Oliver to the Admiralty as Naval Assistant to the Second Sea Lord.

When Captain Davies assumed command of the gunnery school, the new battleships *Nelson* and *Rodney* and the first post-war cruisers were being built in accordance with the limitations imposed by the Washington Conference of 1921.

The re-qualification courses for all gunnery ratings were resumed for the first time since the war, and imposed a great strain on the instructional staff. In order to provide sufficient accommodation, it was necessary to fill all the blocks, except J block, which had become a permanent fire control section. D I. ceased to be the cinema lecture room, and could no longer be used as a supper room for dances. The museum was shifted to one of the dummy turrets and G and H blocks ceased to be used as lecture rooms.

In 1923 the Sub-Lieutenants course was increased to three months for the younger officers who had undergone the regular theoretical training at Greenwich. A number of Sub-Lieutenants from Cambridge University still continued to carry out the modified course, so both courses were running at the same time. In

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consequence there were ten sections, totalling 99 Sub-Lieutentants, under training at one time, though the total number trained during the year, 310, was not as great as hitherto.

In 1923 the football ground was drained and re-turfed and a grand stand was built. The Canteen fund provided the money for the grandstand and the Barracks provided a working party of eighty ordinary seamen to do the work. In return, the men were trained in gunnery.

In 1924 the old rifle range on the east side of the Island was levelled to form two tennis courts, but the courts were not finished until 1929, when hard courts were laid down by the Canteen for the use of Petty Officers and men. Owing to the continued slipping away of the south-eastern corner of the Island, a concrete sea wall was built round the back of the garage.

On leaving Whale Island, Captain Davies was promoted to Commodore 1st class and became Chief of Staff to Admiral Sir Henry Oliver, K.C.B., K.C.M.G., the Commander-in-Chief of the Atlantic Fleet.

Captain The Hon. Matthew Robert Best, D.S.O., M.V.O. 1924—1926

(Age on joining, 46 years).

Captain Best qualified in gunnery in 1901 and served on the junior staff of the *Cambridge* at Devonport until 1904. He was in turn the Gunnery Officer of H.M. Ships *Centurion* and *Prince of Wales*, and joined the senior staff of the *Excellent* in 1907. After three years at the school, he became First Lieutenant of H.M.S. *Revenge*, the battleship tender, and was promoted out of her at the end of 1911. He received the M.V.O. in recognition of his services on the occasion of the funeral of King Edward VII.

On promotion he was appointed Flag Commander to Vice-Admiral Sir Frederick Hamilton, K.C.B., C.V.O.

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in H.M.S. *King Edward VII*, after which he went to the War College. On the outbreak of war he was appointed to the *Iron Duke* on the staff of the Commander-in-Chief of the Grand Fleet. In November, 1916 he transferred to H.M.S. *Marlborough* on the staff of Admiral Sir Charles Madden, he was awarded the D.S.O., and was promoted to Captain at the end of the year.

Captain Best commanded H.M.S. *Royalist* from May, 1917 until April, 1919, when he became the Flag Captain of H.M.S. *Queen Elizabeth*, the Fleet Flagship of Admiral Sir Charles Madden, commanding the Atlantic fleet. In July, 1921 he was appointed Director of the Local Defence Division at the Admiralty, and in 1923 he attended the Senior Officers' War Course at the Royal Naval College, Greenwich.

While Captain Best was in command of the *Excellent*, the new battleships and cruisers were being built, and the shop and pit trials of their fire control apparatus and newly-designed gun mountings took place. The new system of anti-aircraft fire control was evolved, and, thanks to the well-equipped workshops at the gunnery school, the gear passed through the design stage and became a practical proposition in a remarkably short time.

An important innovation carried out by Captain Best was the institution of the standing ceremonial guard. H.M.S. *Excellent* provided the Royal Guard at Olympia in 1926 and Captain Best took particular and personal pains to make this display a credit to himself and his command. Since then the Seamen Guards at Olympia have always been provided by the *Excellent*, and arrangements have been made to increase the amount of ceremonial drill carried out by the men under training, so that a Guard of 100 men can be provided at any time.

In 1926 the rock garden was made between Domvile's approach and the Aviary and it was gradually enlarged and extended until 1929. It became necessary to cut down a number of the French poplar trees,

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which had been planted thirty years before, and more permanent forest trees were planted in their places.

The miniature rifle range was taken in hand and entirely re-constructed, and two hard tennis courts were made at the west end of the Officers' block.

In 1926 the annual cricket match against the Queen's Royal Regiment was played at Whale Island, and, during the dinner which celebrated the event, the idea was first mooted that H.M.S. *Excellent* should use the Queen's Regimental March. Permission was accordingly obtained from the Colonel-in-Chief of the regiment and from the Admiralty, and on the 24th of July a great dinner was given by all Gunnery Officers Past and Present to the Officers of the Queen's Regiment.

After dinner the bands paraded on the lawn. The march *Braganza* was played by the band of the Queen's Regiment, then by both bands together, and finally by the band of H.M.S. *Excellent* playing alone. The formal permission to use the march, written on parchment, was presented and the ceremony ended by the Queen's band beating the retreat.

Captain Best left the *Excellent* to carry out the trials of the new battleship *Nelson*, completing on the Tyne.

Captain Francis Loftus Tottenham, C.B.E., 1926—1928.

Captain Tottenham qualified in gunnery in 1905 and served on the junior staff of the *Excellent* until 1907. After serving as Gunnery Officer of H.M. Ships *Argyll* and *Cochrane*, he was appointed in 1909 to the Naval Mission to Turkey under Rear-Admiral Sir Douglas Gamble, K.C.V.O. In this appointment he held the rank of Kaimakam in the Ottoman Navy and was awarded the Order of Osmanieh, 3rd class, "for valuable services rendered." On his return in June, 1911, he was attached to the Turkish Mission attending the Coronation of H.M. King George V.

After promotion to Commander in 1914, he served on the staff of the Vice-Admiral Commanding the 4th

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Battle Squadron, Sir Douglas Gamble, first in H.M.S. *Dreadnought* and later in H.M.S. *Benbow*. Sir Douglas Gamble was relieved by Sir Doveton Sturdee in February, 1915 and in May of that year Tottenham became Executive Officer of the *Neptune* in which capacity he took part in the battle of Jutland.

In June, 1916 he returned to the staff of Vice-Admiral Sturdee, in the *Hercules*, and remained when Vice-Admiral Sir. M. Browning, K.C.B., took over the command of the squadron. After witnessing the surrender of the German Fleet in November, 1918 he proceeded in H.M.S. *Hercules* to Wilhelmshaven and Kiel on the staff of the Allied Naval Armistice Commission to see that the terms of the Armistice were carried out by the enemy.

Tottenham was promoted to Captain and awarded the C.B.E. at the end of 1918. He was appointed President of the Sub-Committee of the A.N.A.C., which continued to visit the German ports for the same purpose.

On the signing of peace the A.N.A.C. became the Naval Inter-Allied Commission of Control and he accompanied this commission to Berlin in January, 1920, taking passage in H.M.S. *Malaya* as far as Brunsbüttel.

After two years in command of H.M.S. *Delhi* as Flag Captain and Chief of Staff of the 1st Cruiser Squadron, Captain Tottenham became Naval Attache at Washington, and occupied this position for three years preceding his appointment to Whale Island.

During his period in command of H.M.S. *Excellent*, the battleships *Nelson* and *Rodney* and six new County class cruisers were completed and put through their gun trials. These ships were new in every respect and their design had been stimulated by the experience of the Great War. This multitude of new ideas caused a period of great activity at Whale Island, especially as the first trials of the 8-inch and 16-inch gun mountings were not entirely successful.

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A project was put forward by *Excellent* for holding an annual Naval Tattoo in Fountain Lake, on the same lines as the Army Tattoo at Aldershot. Owing to various difficulties in regard to the production of a performance on this scale, the "Navy Week" was substituted, and was held for the first time at Portsmouth in August, 1927.

In 1926 the control of the Anti-gas school at Tipnor was transferred from the *Excellent* to the *Victory*.

In 1927 some of the mess silver, which had been removed from the Royal Naval College in 1906, was presented to the Navigation School.

The sunk garden was built at the West end of the Officers' block. A second football ground was begun at the West end of the lower ground below the bank. In order to make sufficient room, the bank was cut away and Chatfield Avenue was thrown further back.

Captain Tottenham left Whale Island in 1928 to take command of H.M.S. *Rodney* in the Atlantic Fleet.

Captain Charles Arthur Scott, 1928—1930.

Captain Scott qualified in gunnery in 1904 and served on the junior staff of Sheerness Gunnery School until 1906. He was Gunnery Officer of H.M.S. *Bedford* until 1909, when he joined the senior staff of Devonport Gunnery School. After a commission in H.M.S. *Monarch* he was appointed to H.M.S. *Excellent* until his promotion to Commander in June, 1914. He thus had the distinction of serving on the staffs of all three gunnery schools.

Commander Scott was first appointed to the staff of Rear-Admiral Christian in H.M.S. *Euryalus* and remained there until the other three ships of the squadron were sunk by a German submarine. The remainder of his time as a Commander was spent in H.M.S. *Diana*, at the Naval Ordnance Department and in command of H.M.S. *Gorgon*.

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After promotion to Captain in 1920, Scott became the Deputy Director of Training and Staff Duties. He served a commission on the Mediterranean Station in command of H.M.S. *Calypso,* after which he became the Deputy Director of Naval Ordnance from October, 1925 until his appointment to the *Excellent* in April, 1928.

During his period in command, the falling off in the Naval shipbuilding programme made itself felt in the reduction of new ships coming forward for trials. The result was to concentrate attention on the improvement of existing material as opposed to the development of new ideas.

The age of the officers selected to qualify in gunnery during the preceding four years had undergone a systematic reduction, and it was decided to shorten the theoretical course at Greenwich to one term of three months in order that these officers should not spend too much of their time ashore.

By far the most interesting event, for which Captain Scott was responsible, was the inception of the idea of celebrating the centenary of the school by a Naval Tattoo. Like most ideas of this nature, it started in a very small way and grew rapidly in extent. It was not until after he had joined that Captain Scott's attention was called to the fact that the Naval School of Gunnery had been inaugurated by Commander Smith in 1830. During the lapse of time this fact had been lost sight of, and the commencement of the school was generally attributed to Sir Thomas Hastings, in 1832. Search at the Admiralty and the Record Office produced the original papers; steps were taken to celebrate this important event in the development of the modern navy; arrangements were made to prepare for a Tattoo to be held at Whale Island, an organisation involving the building of a temporary bridge and a grand-stand for 6,000 people; and invitations were issued to all Gunnery Officers, past and present, to attend the gala performance and centenary dinner.

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Captain Scott completed his two years before the Tattoo took place, but to him lies the credit of pushing this ambitious project through its critical stages. He left to join H.M.S. *Warspite* in the Atlantic Fleet.

Programme of the Centenary Tattoo.

Scene 1. Beating the Retreat.

Scene 2. Massed Bands of the Queen's Regiment and Royal Marines.

Scene 3. Progress in Naval Gunnery.

- Episode 1. The Archers.
- Episode 2. Drake's Seamen.
- Episode 3. The Marines of 1664.
- Episode 4. Nelson's Seamen.
- Episode 5. Ladysmith.
- Episode 6. 1930 Night Action.

March Past of all Personnel in Scene 3.

Scene 4. Sea Shanties, Cutlass Drill and the Hornpipe.

Scene 5. Display by a battery of Field Guns.

Scene 6. The Glorious 1st of June, 1794.

Scene 7. (1) The Press Gang Interlude.
(2) The Visit of the Royal Family to H.M.S. *Queen Charlotte*, 1794.

Scene 8. Grand Finale.

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CHAPTER VII.

The Experimental Department.

MOST of the early experiments with guns, armour, etc., were carried out at Woolwich and Shoeburyness. A few experiments, chiefly of a minor character, were carried out under the supervision of Captains Hastings and Chads in the *Excellent* between the years 1832 and 1854, and form the subject of a volume published as a confidential book by the Admiralty.

These experiments vary from the firing against the wooden hull of the *Prince George*, in 1838, and the firing against the iron hull of the *Ruby*, eight years later, to the destruction of stockades, the efficiency of grummet wads, and trials of "fighting lanterns." Altogether they make very interesting reading, and the subjects covered show how broad a view was taken of the rôle which the *Excellent* ought to play in gunnery matters. The subjects vary little, in the aggregate, from those referred to Whale Island to-day.

The following summary of gun trials and experiments forms rather an interesting link in the development of what eventually became the Experimental Department. The idea prevails in many quarters that experiments only started when an Officer was first appointed to take charge of this Department, but this is far from being the case.

1842. Extract from the *Nautical Magazine*:

"A highly interesting experiment was tried on board the *Excellent*, gunnery ship, Captain Sir Thomas Hastings, a few day ago, to test the efficacy of the defences of the boilers in steam-ships of war. One of

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the greatest difficulties to surmount, in order to render the steam navy of greater efficiency in action, is to afford adequate protection to the boilers against the shot of the enemy, as a shot perforating them would at once place the vessel 'hors de combat.' With a view to affording this protection to the boilers, several war-steamers have been fitted with extra defences at the parts where the boilers are fixed. These defences consist of fifteen plates or layers of metal, each three-eighths of an inch thick. The object of the experiments on board the *Excellent* was to ascertain what resistance these defences of boilers would offer to a cannonade at point blank distance, which is 400 yards. An iron target was prepared, made exactly of the material which constitutes the protection of the boilers of a steamer, and placed at a distance of 400 yards from the ship, from which guns of different calibre were fired at it.

"Admirals Sir E. Codrington and Parker, and a great number of naval officers, including those from the Austrian frigate, were present to witness the experiment. The first shot that was fired was an eight-inch hollow shot, and was projected from a 68-pounder, medium gun. It struck the bullseye, or centre of the target, and, slightly indenting it to the depth of about five inches, rebounded therefrom, and was split into several pieces by the concussion. The second shot was a solid 31-pounder, and was fired from a gun of nine feet six inches; it struck the edge of the the target, glanced off and was split into two pieces. The third shot hit the centre of the target, where it lodged, having penetrated several plates. The fourth shot struck the third, and sent it clean through all parts of the iron, splitting it into numberless pieces, which were found on the off side of the wooden stage on which the target was fixed. The fifth and sixth shots went through the perforation made by the third and fourth. About ten other shots were fired, all striking the target in various parts and completely destroying it.

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"The result of this experiment has shown how totally inadequate are the present defences of the boilers of war-steamers to protect them from the assaults of the enemy, where a precision of fire has been obtained. It has also shown, what is much more satisfactory, the high state of perfection which the gunnery practice has been brought to, by those studying it on board the *Excellent*, thus practically proving the great utility of this admirable institution, from which gunnery officers and seamen are supplied to the fleet.

"All officers are now obliged to undergo a strict examination in gunnery before they can pass for lieutenants. Should any of the *Excellents* hereafter be "called out" they can render duelling much more interesting than it now is; for having the choice of weapons, they can choose long 32-pounders (distance a quarter of a mile) and calculate with the same certainty of winging their man, as a crack shot does now, of snuffing a candle at twelve paces with hair trigger pistols."

In the late 60's experiments against armour were carried out on board the *Nettle*, and the earliest records now available at Whale Island refer to experiments carried out in 1878 with an 80-ton gun mounted on board her. A record is given of the shell and charge which were used.

Weight of shell (common) 1700 lbs.
Diameter of shell, body 15·8″, over band, 15·92″
Length of shell, 47·1″
Charge, 370 lbs. 15·5″ dia. length, 61″

Oct. 12th, 1878. Firing trials of *Dreadnought*. 24 rounds with charges varying from 35 to 160 lbs.

October, 1878. Trial of Commander Drury's aiming target. This consisted of a circular piece of iron, 7″ diameter, in two parts joined by a hinge, passed outside the gun port and secured. The disc had a small hole in the centre to admit light, and the practice consisted in laying the gun with the sights in

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line with the hole. The motions of drill were carried out and the gun was laid and left for the inspection of the officer in charge. A deduction or addition of ¼ point was made for every five seconds lost or gained, and the times for laying varied with a trained crew from 1 minute 10 seconds for a 64-pounder, to 1 minute 50 seconds for a 10-inch gun.

December 16th, 1878. Two targets built up on board *Oberon*, representing a bunker filled with loose coal, and another filled with cubical coal blocks. These targets were fired at by the gunboat *Bloodhound* with a 7″ 90-cwt. gun, at 100 yards range.

December 21-22nd, 1878. Loading trials of *Dreadnought*.

January 23rd, 1879. Trial of 7″ M.L.R. new steel gun carriage with limber and ammunition boxes.

August 29th, 1879. Trial of Silber (glass chimney and Service (gauze) lamps, to ascertain which was the more suitable to withstand broadside firing.

September 12th, 1879. Further trials on board *Comet* to test new pattern of hand elevating gear.

September 24th, 1879. Trial of 200 experimental electric tubes carried out and a favourable report on same.

November 3rd, 1879. Trial of an apparatus designed by Mr. McKenzie, a civil engineer, for estimating the range of the enemy by noting the time interval between observing the flash and hearing the report of his discharge.

November 20th, 1879. Trial of a diving apparatus submitted by Messrs. Heinke and Lang for trial against that of Messrs. Siebe Gorman.

November 28th, 1879. Preliminary trials of "lights" submitted by Lieut. Very, U.S. Navy. These trials were reported on favourably by both *Excellent* and *Vernon*.

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March 23rd, 1880. An American type of steam whistle was tried in the *Glatton,* the pressure steam being 36-lbs. Further trials with the same appliance were carried out on June 30th.

April 7th, 1880. Complaints having been received that H.M. the Queen suffered inconvenience, when in residence at Osborne, through the firing of heavy guns at Spithead, trials were carried out to ascertain the actual facts. For this purpose observers went to Osborne and guns were fired from the *Calcutta* and *Excellent* in harbour and from the *Comet, Glatton* and *Medway* in various positions at Spithead. It was found that a 64-pounder with a charge of 6-lbs. was the heaviest discharge permissible with an easterly wind.

1879-1880. Various trials were carried out to test the respective merits of Nordenfeld and Hotchkiss guns, for this purpose the guns were mounted in the *Medway* and fired against targets representing torpedo boats.

June 25th and July 9th, 1880. Gun trials of *Neptune* at Spithead. This trial was interesting from being perhaps the first occasion on which electric lighting was tested in the turrets, the results being satisfactory. A comparative trial was also made between plate compressors and hydraulic recoil cylinders. They are reported as having worked equally well.

1880. On various dates in this year trials were carried out against armour plates mounted on board the *Nettle,* perhaps the most important being the 11″ plates, compound armour, intended for the *Courageous.* These were fired at from a 9″ M.L.R. gun, with Palliser shot and 50-lbs charge, at a range of 30-ft.

December 16th—17th, 1880. Gun trials of the *Inflexible* off the Nab. Three of the four guns only were on board, and were fired with charges varying from 300 to 450-lbs. Electric lights were fitted in the turrets and magazine lights below. The trials are

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interesting as being the first occasion that indicators were used to show gun " loaded " and turret " locked " and " free," the latter being necessary owing to the turret having to be trained round to the loading positions. Some form of painted training indicator was recommended to show the Captain of the turret when the loading position had been reached, and also to assist him to avoid firing into the other turret.

January 1st, 1881. Trials were carried out in the *Kite* and *Mastiff*, of 6″ B.L. guns mounted in Albini modified carriages and slides against the latest pattern of Elswick mountings.

July 13th, 1881. Trials carried out to ascertain whether a steel-faced iron tube half an inch thick was any protection to a torpedo against machine gun fire. The results are said to have been " fairly satisfactory."

December 1st, 1881. Trial of long range sights for Martini-Henry rifles. The range used was 1130 yards.

December 9th, 1881. Trial carried out to determine whether compressed jute was as efficient a form of protection against rifle fire as steel plate. It was ascertained that to obtain the same amount of protection per square foot area 63-lbs. of jute were required as against 60-lbs. of steel, besides the obvious other advantages which the latter possessed.

December 14th, 1881. As the result of a comparative trial of hydraulic versus plate compressors, fitted to a modified Woolwich 64-pounder carriage, it was found that there was no necessity for a breeching, but " that it was always a good preventer."

April, 1882. Comparative trials of Gatling versus Gardner guns.

July, 1882. The following conclusion arrived at in the *Excellent* is interesting. " That three rounds from a 10″ gun would not be too severe a test for an 11″ compound armour plate."

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December 13th, 1882. A 64-pounder on an iron carriage, broadside fitting, for use in Merchant ships was tried on board *Skylark* at Spithead.

January and April, 1883. Trials of Vavasseur mountings in *Kite*. The results showed a great improvement generally as regards recoil, running out and elevating.

May, 1883. Trial of 4″ B.L. gun, in Vavasseur revolving broadside mounting, on board *Kite*. Results very satisfactory.

June 5th, 1883. Trial of mantlets on board *Nettle*. The mantlets were triced up in the proof well at varying distances from a suspended common shell, containing 115-lbs. of powder with a 9-lbs. burster, which was fired electrically. While the fragments so caused had not the velocity as from a gun, only a proportion succeeded in penetrating the mantlets, which were found to be greater protection when treated with chloride of calcium or wetted.

June 7th, 1883. Trial of Vavasseur broadside mounting for 5″ B.L. gun, in *Mastiff*. The results were satisfactory, but it was recommended that "some arrangement be submitted by which the sights can be manipulated without danger, up to and including the time of firing."

The old hulk *Nettle*, formerly the 2nd Rate *Thunderer* 74, built at Woolwich in 1826, was moored in Portchester creek. The fitting up of armour plates was a costly and laborious process, necessitating parties being sent from the Dockyard and the use of sheers for lifting the heavy weights. The experiments were supervised by any Staff Lieutenant available and thereby lacked continuity for comparison. This system prevailed until an Experimental Officer was appointed, to take charge of this sort of work, as distinct from the ordinary routine of the Gunnery School. This change

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was made on May 6th, 1882, when Lieutenant J. Harington Martin was appointed, during the command of Captain Codrington, C.B.

Proof cells for the test of heavy armour plates were constructed on Whale Island in the late '80's and the *Nettle* was removed. The first test to be carried out was the proof of a 6-inch armour plate supplied by Messrs. Vickers, Sons and Maxim, on 13th April, 1889.

The proof of mountings was superintended by a Gunnery Lieutenant until 6th November, 1900, when a Chief Gunner took charge of the proving. He was promoted to Lieutenant on 1st April, 1903.

On 3rd December, 1906, the Experimental Department took over charge of the proof butts and of the proving of mountings.

Originally, every transferable mounting in the Service was sent to Whale Island to be proved, but on the 23rd June, 1905, an Admiralty order was issued stating that only one in every ten transferable mountings was to be tested at Whale Island, the remainder being tested on board at the gun trials.

This reduction, combined with the general reduction of all transferable mountings, has considerably lessened the work of proving, but at the same time the amount of experimental work at the proof butts has considerably increased.

The first Experimental Commander (Commander Back) was appointed in 1902. He was placed in charge of part of the experimental work only, mainly fire control and plate trials.

In 1905 Commander A. W. Craig was appointed, and took command of the whole experimental department, and from that date the scope of the duties of the department notably increased.

The war complement of the Experimental Department was laid down as being, one Commander, one Lieutenant-Commander, and one Gunner: consequently, on the outbreak of war in August, 1914, the complement was reduced to that number.

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It soon became apparent that, instead of decreasing, the work of the department began to increase considerably, owing to the large number of gun-trials of various craft, such as Monitors, Trawlers, and Patrol Vessels which had to be carried out at various ports, not only in England and Scotland, but also in Ireland.

Consequently in June, 1915, authority was given to increase the staff by one Lieutenant R.N.V.R.

The staff had to be still further increased at various periods, till it became :—

1 Commander,
1 Lieutenant-Commander (Proof Officer),
1 Lieutenant-Commander
2 Lieutenants,
1 Lieutenant, R.N.V.R.
1 Commissioned Armourer,
1 Chief Gunner,
1 Chief Gunner for Eastney Range,
1 Gunner.

The clerical staff was also increased to :—

1 Warrant Writer,
1 First Writer,
5 W.R.N.S. Clerks,
4 Draughtsmen,
3 W.R.N.S. Tracers.

With the increase of work and staff, various improvements and enlargements had to be made in the office accommodation. The room next to the experimental office was converted into an office for the Proof Officer.

Partitions in the attics were removed and the remainder floored in, and the whole converted into drawing offices.

Owing to the large number of new ships of various sorts that were being built during the war, and to the general increase of the work of the department, it was found impossible for the department to carry out the gun-trials of all ships. It was therefore approved for the other two Gunnery Schools to carry out the gunnery trials of all T.B.D. and auxilliary craft, which were allocated to their ports for storing purposes. Even under these conditions the following gun-trials were

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carried out by the Experimental Department during the war :—

Battle Ships and Battle Cruisers ...	18
Light Cruisers	40
Monitors	36
T.B.D.'s and Leaders	128
Armed Merchant Cruisers	5
Aeroplane Carriers	2
Boom Defence Vessels	5
Ice Breakers	2
Gun Boats	3
Sloops	3
"Q" Boats	10
Patrol Vessels	4
Convoy Vessels	3
Motor Launches	414
Trawlers	368
Yachts	52
Drifters	41
Miscellaneous (Sweepers, etc.)	30
Submarines	48
Total (all classes) ...	1206

Proof Butts.

In 1915 *Excellent* was asked if the proof of 94 3-pounder guns could be carried out. This work was undertaken by the Experimental Lieutenant-Commander. The measurement, gauging, and examination of the guns, before and after proof, was carried out by the Naval Ordnance staff in the gun-mounting shed.

In 1916 *Excellent* was asked to undertake the proof of 12-pdr. Japanese guns, 12-pdrs. made at Portsmouth Dockyard and also by Beardmore, Vickers and Elswick, in addition to 6-pdrs. made by Elswick. All this work was undertaken.

It then became necessary to form a Proof Department of the Experimental Department, under a Proof Officer. Lieutenant-Commander Maton took on this work.

Additional space was required for the measurement gauging, and examination of these guns; approval was therefore sought and obtained to build a gun-measuring shed. This shed was built on the North

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side of the road between the lower parade and the pier head, alongside the protection cell.

In view of the shortage of men at this period, a proposal was put forward by the Experimental Department to employ women for measuring and gauging guns. This was put into effect. These women were the first to be employed on Whale Island. Suitable accommodation was provided for them in the new gun-measuring shed.

Later on, proof was undertaken of 6″ and 4.7″ guns manufactured in Japan, and also of 4″ B.L. guns made in Portsmouth Dockyard.

A considerable number of trials were carried out about this time to obtain the blast effect of the super-imposed gun on the lower gun, as mounted in the new light cruisers, and also the effect on torpedoes when firing over them. In order to do this, pits had to be dug in the ground for the reception of torpedoes, blast meters, etc. These pits took some time to dig, and gave a lot of trouble, as they continually fell in, due to the blast and water. Approval was therefore obtained to construct a proper blast-pit in which such trials could be carried out. This pit is situated just in front of the large sand-cell, and is lined with concrete, being 24-ft. long, 16-ft. wide and 10-ft. deep. A railway line was run up to the end of the pit, so that the necessary guns could be brought up for firing, mounted on railway carriages.

Experimental Workshop.

Up to the early days of the war no alteration had been made in the size or equipment of the Experimental Workshop for some time. At this period it consisted of a not very large room next to the Experimental Gunners' Office, equipped with one 6″ lathe, one blacksmith's forge, one 3½″ lathe and a fitter's bench.

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In the middle of 1915 it became apparent that the shop was quite inadequate, both in size and equipment, for the work. From that date expansion of the workshop equipment has been continuous, additional machines being obtained from old ships as opportunity offered, and from private funds. As a result there now exists a fully-equipped workshop, developed at virtually no cost to the Crown, capable of manufacturing control instruments, modifying experimental gun mountings, and constructing "mock-ups" and working models.

The following examples of workshop work may be quoted :—Manufacture of new window position finders and accessories for Shoeburyness ; construction of the first set of the modern H.A. control calculating table and director from scrap material; construction of sights for pom-poms and machine guns.

Eastney Range.

Although this book is strictly a history of Whale Island, it is thought that a few words about the high and low angle ranges at Eastney, which belong to *Excellent*, will not be out of place.

About the middle of 1915, the 2-pdr. Pom-pom gun was beginning to be mounted in ships, and was reported upon unsatisfactorily. Much firing was carried out at the proof butts to find out the trouble. It was also considered that this type of mounting should be tested by firing at high elevations. *Excellent* therefore proposed setting up a range at Eastney, which was the only suitable place that could be found where an over-water H.A. range could be set up.

This proposal was approved, and a land platform was put down just in front of the Royal Marines sea-service battery. From this time every 2-pdr. Pom-pom gun was given an automaticity test at high angles here.

Shortly after this, it was approved to put down a proper firing grid on which different types of mountings could be secured for trial.

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During the early days of this range, Captain Hill of the gun sighting section of the M.I.D. erected the mirror position finders. Eventually a completely equipped H.A. marking range was constructed, with an additional observation hut at Hayling Island. The work executed by the A.A. section of the M.I.D. on the range during the war, has been a basis of high angle external ballistic research in this country.

The firing point has seven grids and is equipped with a gantry and a power station. Mountings up to 14 tons in weight have been erected and tested by firing. This range, originally designed for the limited object of H.A. automaticity tests of 2-pdr. guns, is now used for every conceivable test and experiment with all natures of gun, 6-inch and below.

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CHAPTER VIII.

GUNNERY MEN.

THIS Chapter gives a description of the various types of officers and men who have carried out their training at the Gunnery School during the last hundred years.

The Gunnery Lieutenant and Gunnery Mate.

In 1830 the rank of Mate corresponded to the Sub-Lieutenant of to-day, he was the junior commissioned officer borne on the books of a sea-going ship.

The complement of the *Excellent* included 25 Mates and Lieutenants additional for training, but it was not usual for so many to be under instruction at any one time. These Officers carried out a practical and theoretical course of gunnery, after which they were appointed to ships as Gunnery-Lieutenants.

In 1839, an order was issued that Gunnery-Mates were to be included in the complement of all ships with eight-inch guns or above. Another order in the same year authorised the appointment of Lieutenants as Gunnery Officers of Line-of-Battleships on promotion, provided that they had qualified as Gunnery-Mates.

In February, 1841, orders were given for a list to be made of all Gunnery Officers who had passed through *Excellent*. This is the beginning of the regular list of Gunnery Officers ; but the title of 'Gunnery-Lieutenant' does not appear in the Queen's Regulations until 1862, and its appearance then was due to the fact that an order in Council of 23rd of January, 1860 had sanctioned an additional allowance of 1/- a day to

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Lieutenants of three years' seniority who had qualified as Gunnery-Lieutenants.

In 1864, the Gunnery Officers were classified in three groups in accordance with the proposals contained in the following letter, written by the Captain of the *Excellent* to the Secretary of the Admiralty.

Sir,

"I cannot refrain from bringing before their Lordship's notice, the entire absence of Mathematical and Scientific knowledge in the Gunnery Officers that have been appointed to sea-going ships from the *Excellent* of late years. The time allotted for instruction in the practice of Gunnery has been 8 months, and 6 months has always been considered necessary for obtaining that small amount of theoretical knowledge which will enable an officer to understand in any degree the science of Gunnery, or to comprehend any book treating on the subject. For five years no officer has been allowed the opportunity of obtaining even this knowledge, the requirements of the Service have been such that each officer has been appointed to a sea-going ship when he has completed the practical course, possessing therefore the same amount of information in his own particular branch of his profession, as a First-Class Seaman Gunner.

"I do feel most strongly that this state of professional ignorance requires a remedy, that no important improvements in Naval Gunnery can be looked for by members of our own profession while they are compelled to work in the dark, that a certain amount of scientific knowledge in those officers who are capable of acquiring it, and of applying it, is absolutely necessary for the efficiency of the Service and that there will arrive a lamentable want of 'esprit de corps' if we are compelled to seek for scientific information, on all points connected with naval gunnery, from officers of the Royal Artillery.

"We have the necessary machinery for giving the scientific instruction that is required, but opportunities

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and inducements are wanting for officers to take advantage of it. The Professor of the Naval College, and the Naval Instructor of the *Excellent*, whose position for some years has been a sinecure, owing to want of pupils, are sufficient for the present requirements of the Service.

" When I see what valuable officers may be found among those who obtained their Lieutenants' commissions at the College (a race now extinct as Lieutenants) and of which Commander Singer and Liddell were the last brilliant examples, I deeply regret that such a system has not been continued, or that it cannot be re-established. I am aware that the necessities of the Service have been such as to prevent officers remaining long enough in the rank of Sub-Lieutenant to make the offer of a Lieutenant's Commission after a year's very hard work a sufficiently valuable prize to compete for, but as the time and number in that rank are now increasing, the inducement may be again sufficient if their Lordships will sanction the system being restored.

" The opportunities and inducements for study in the *Excellent* which I now suggest are as follows.

" The average number of Lieutenants appointed annually to sea-going ships during the past four years has been about ten, the average time they have been in the ship has been less than nine months. If, therefore, it is considered necessary that each officer should be allowed 14 months to complete his course of instruction, and this certainly is necessary, the number of Lieutenants allowed for purpose of study should be increased from sixteen to twenty-two, in order to furnish every Captain's command with a Gunnery Lieutenant.

" By the removal of the Marine Cadets, and the transfer of the Gunners to the *Calcutta* when she is ready, accommodation can be afforded for this additional number of Lieutenants.

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" Sub-Lieutenants who wish to qualify for Gunnery Officers or who wish to join the College to compete for the commission, to be permitted to do so.

" The inducement necessary to persuade officers to take advantage of these opportunities is a more important question, and fully as necessary.

" The regulations at present in force are that Lieutenants who have served three years at sea in that rank, and who are qualified as Gunnery Officers receive 1/- a day additional pay while performing that duty. If they fail to qualify during the first twelve months in *Excellent* they lose two months' time for every additional month they remain.

" Officers serving on the Gunnery Staff of *Excellent* are allowed only three years of this time there, as sea time, although they must always remain more than that before they can get their promotion and although no limit is placed on the Harbour Service of Lieutenants in the Ordinary. Now I respectfully submit that these advantages are not sufficient to induce officers first to undergo a very unpleasant course of instruction, and then to undertake the very irksome duty of teaching others, and such they have proved, so few officers have been found to volunteer for the *Excellent* that no choice is afforded, and in some instances they have been directed to join against their inclination. Is it possible that such a system can produce the class of officers who are best suited for this important branch of the Service, for such I must consider it, and is it to be wondered at that a prejudice exists in the Service against Gunnery Officers such as I must regret to say certainly does exist.

" The 1/- a day additional pay allowed after three years service is the same as is given to a Seaman Rifle Instructor. An Officer in the Army, or Marines, who is qualified as a Musketry Instructor, receives for that comparatively unimportant duty, which is only carried on during a few months in the year, 3/6 a day, and forage for a horse.

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" Bearing this in mind I trust that their Lordships will not deem me exorbitant in asking that Gunnery Officers should be paid as follows :

" Three classes of certificates to be granted, instead of one, as at present. Those who take a

First Class, to receive	3/6 per day
Second Class, to receive	2/6 per day
Third Class, to receive	1/6 per day

additional pay.

" I contemplate that a first-class certificate will be rarely earned as the standard will be placed high, but it appears very desirable that officers who have obtained a first-class, should be selected for appointments on the Staff of Commanders-in-Chief on foreign stations, to be employed specially as inspecting Gunnery Officers of the Fleet, which would tend much to ensure efficient training of the officers and seamen, without which a Fleet is comparatively harmless.

" I submit also that the Gunnery Pay should be given to officers whenever they perform that duty, notwithstanding that they may not have served three years at sea as a Lieutenant, their youth will not prevent them from performing their duty well, if they are capable officers.

" Further, I submit that all time served in a Gunnery Ship should count as sea time, in the same manner, as service in a Guard or other Harbour Ship is allowed to be considered as such.

" Their Lordships may, I trust, place sufficient confidence in the Officer whom they place in this command, to be assured that he will ascertain by a probationary examination whether officers are likely to prove of service in this branch of their profession, and if not, to submit that they be removed from the ship.

" If their Lordships see fit to sanction this proposition I will draw up the plan of examination for the three classes of certificates which I have suggested.

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"I cannot express how strongly I feel the importance of this subject, and how fully convinced I am that the 'Inducements' I have mentioned are essentially necessary to enable this establishment to educate efficient Gunnery Officers for the Fleet."

(Sd.) A. C. KEY,
21st January, 1864. Captain.

It was not until January, 1874, that any distinction was made in the Navy List, when a dagger was placed against the names of Lieutenants in the seniority list who had passed for Gunnery Officers. In October, 1877, a similar mark was made against the officers' name under the ships. In February 1882, (G) was substituted for the dagger.

The regular annual courses in Gunnery were instituted in 1874 and consisted of a year's instruction at the Royal Naval College, Greenwich, followed by a year in H.M.S. *Excellent*. This procedure continued until 1904, since when various modifications have taken place.

The course of instruction now undergone by an officer qualifying in Gunnery commences with three months at the Royal Naval College, Greenwich, which are entirely devoted to theory. The candidate is then appointed to H.M.S. *Excellent* for nine months for practical and theoretical instruction, interspersed with trips to sea to carry out firings, and visits to factories where items of gunnery material and explosives are manufactured. This latter part is known as the 'Long Course.'

The newly qualified Gunnery Officers are then distributed amongst the three gunnery schools so that 'by teaching others they may learn themselves.' In addition, two are selected to return to the College at Greenwich for a further theoretical course lasting for a whole year, in order that there may always be some officers available who can solve the really difficult conundrums raised by their profession. These officers are distinguished by a (G†) after their names.

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During the last century, the Gunnery Officer afloat was given the whole responsibility for the gunnery efficiency of his ship, and sore were the trials of those officers, whose zeal ran counter to the wishes of their Captains and senior officers. If the appearance of the ship required the attention of the whole ship's company, the Gunnery Lieutenant and his training went to the wall, and sometimes his promotion went with it. It was natural, under these circumstances, that progress was slow. This unsatisfactory state of affairs was put an end to in 1897 by Captain W. H. May, who persuaded the Admiralty to issue the necessary orders for making the Commanding Officers entirely responsible for the training and efficiency of their ships. The Gunnery Officer then took his proper place as an executive officer responsible to the Captain for his own department.

The Gunner or Master Gunner.

The origin of the Gunner as a sea officer is not known, but it certainly dates back to the day when ships were first armed with guns. It is on record that the pay of a Master-gunner in the year 1512 amounted to 10/- per month of 28 days.

The Master-gunner was the executive officer responsible for the training of the men and the service of the guns, his duties being analagous in this respect to the Gunnery Lieutenant of to-day. The rank of Lieutenant was not introduced into the Service until the year 1631, and 200 years passed before Lieutenants qualified in Gunnery and superseded the Gunners in these duties. The Gunner was in charge of the gunroom where the junior officers messed. Throughout the whole period of his existence the Gunner has been responsible for the ammunition and gunnery stores in a ship.

As an example of a famous Gunner, we cite Mr. Richard Leake, who was born at Harwich, in 1629, and served in his father's ship in the time of

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Cromwell. Later he deserted and joined the Royalists as a volunteer. At the end of the war he went to Holland, entered the Dutch Artillery service and became an excellent Gunner. At the Restoration, he became a Gunner in the Royal Navy. During the action with the Dutch, in 1673, his ship, the *Royal Prince* (a first rate of 1400 tons, 100 guns, 780 men) was dismasted and badly knocked about, her Captain and 400 men were killed, and most of the upper deck guns were disabled. In this position a large Dutchman bore down upon her. The Lieutenant, giving up all for lost, ordered the colours to be struck and the men to shift for themselves. Mr. Leake, however, was a bold and determined man and assumed the command of the ship, the Lieutenant quitting the deck. He used such judicious methods and inspired the survivors with such enthusiasm, that in a short time two fireships were sunk and the Dutchman forced to sheer off.

The intrepid Gunner, having towed his vessel out of gun shot, was enabled to rig her with jury masts and bring her safely into port. For these and other services, this gallant officer was appointed the " Keeper of the Ordnance " and " Master Gunner of all England."

The Warrant Officers uniform was prescribed in 1787. " The coat to be of blue cloth with blue lapels, fall down collar and round cuffs, three brass buttons, bearing an anchor only " to each flap and cuff."

Since the earliest times the Gunner has received his warrant from the Admiralty direct. In 1806 the board of examination for a Gunner consisted of one Captain, a Master and three Gunners. The candidate required one year's service as a Petty Officer before presenting himself for examination.

One of the first objects of the Gunnery School when it was founded in 1830 was to give instruction to the Gunners. The letter from Commander George Smith to the Admiralty contains the following suggestions.

" Instead of having a ship as is the case at present, with a gun onboard, for the purpose of exercising the Gunners, that there should be a ship in ordinary

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supplied with a gun of every description now in use in the Navy, with the different kinds of sights, and the whole of the material relating to gunnery thought worth a trial.

"The establishment to be under the direction of the Port Admiral, Commissioner, and Captain of the Ordinary, and in the immediate charge of three Gunners selected from their superior knowledge of their profession.

"The ship to be fitted with a magazine, the cases, etc., complete in number but empty, with the exception of a few filled with anything to represent powder, to be the means of teaching to the fullest extent and without risk, what is required in this important part of a ship, and with a view to ascertaining what improvements may there be made. This false magazine is proposed, as many men are from various motives rewarded with a Gunner's Warrant without ever having been in a Gunner's Crew or stationed in a magazine.

"The Gunners of all ships to attend at stated times to learn one general and perfect System of Gunnery, not only to be able to give the words of command but more particularly to see that they are executed as they ought to be—at present each Commissioned Officer and Gunner follows his own ideas, and gives his own explanation of the words of command found in the book on the Great Gun Exercise —but its object is *most specially to insure* that, for the future, this responsible situation be not filled, except in the case of casual appointments abroad, by any but men able to put in practice and satisfactorily explain everything supplied to a ship in their department. At present the advantages to be derived by the adoption of some inventions are in a great measure lost, and even the Sights of great guns rendered next to useless in many ships, for the want of some ably instructed person to explain them."

At first, extreme difficulty was experienced in inducing the Gunners of the fleet to join H.M.S. *Excellent*

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for instruction. These officers had hitherto been the authority on drill and gunnery in general and appear to have resented the innovation. In 1834 the Admiralty gave orders that in the future all candidates for the rank were to obtain a first-class certificate from the Captain of the Gunnery School, since when all Gunners have begun their careers in one or other of the establishments.

After 1842, the Gunners employed on the staff as Instructors were allowed to count the time as sea service.

In 1845, a Boatswain was borne in *Excellent*, who having refused to learn to march a squad of men so as to enable him to command his working parties, was removed from his appointment, after which a Gunner was borne in lieu for charge of boatswain's stores.

In 1852, a Royal Commission was appointed to examine the system of manning the Navy and made various recommendations for improving the status and pay of the Warrant Officer. A deputation of Warrant Officers, including a Gunner of the *Excellent* presented a memorial to the commission which included the following clause :

" The increased size of our ships, and the scarcity of mates and midshipmen, has entailed many additional duties on the gunners, such as the charge of decks, mainyard, rigging, etc., thereby occupying the time that should be devoted to their more responsible duties, viz., the care of stores and their accounts."

In forwarding the report to the Queen, the Board of Admiralty made the following observations :

" The importance of the duties performed by the Warrant Officers of the Fleet cannot be exaggerated ; the situations held by them are the highest to which the seamen and Petty Officers of the Fleet can at present expect to attain, and it is important in a corresponding degree that they should be sought after and filled by the most active and deserving men. Considering also that the Warrant Officers' Widows Pension was withdrawn without any equivalent, we have no

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hesitation in recommending to Your Majesty that the pay of the Warrant Officers should be increased, it being distinctly understood that such increase is awarded partly for the special purpose of enabling them to make provision, by insurance, for their widows."

"In the cases of Warrant Officers of long service and of exemplary character and conduct we recommend that two years of harbour service should, in awarding pensions, be considered as equal to one year's sea service in lieu of the proportion of three to one as at present.

"Your Majesty has been graciously pleased to direct that Non-commissioned Officers of the Army and Royal Marines who distinguish themselves by gallant conduct be eligible to be promoted to the rank of Commissioned Officer, and that all persons so promoted be granted, respectively, a sum of £100 as an outfit. We are of opinion that it would operate as an encouragement to a highly deserving class of officers if the same boon were extended to Gunners, Boatswains and Carpenters; we therefore submit, the Warrant Officers of the Royal Navy of exemplary conduct, who have distinguished themselves by acts of gallantry and daring in the service, be considered eligible to hold commissions in Your Majesty's Fleet, in such rank or position as we may deem them entitled to receive and competent to fill after undergoing such examination as we may think fit; and that all Warrant Officers so promoted be granted respectively, the sum of £100 as an outfit."

No action was taken until 1859, when the difficulty of manning the Fleet during the Crimean War had shewn the necessity for the "long service" system recommended by the Commission. In forwarding their report for the second time the Board of Admiralty made further observations:

"The case of the Warrant Officer has occupied our attention. It is the highest grade to which the seamen ordinarily aspires, and to place this class of officers in

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the position, to which they are entitled, will offer an additional inducement to seamen to enter Your Majesty's service.

" They complain, that the precedence assigned to them on board Your Majesty's ships is not such as they ought to hold. Formerly they ranked next after second masters, and since 1844 they have been placed below the young and inexperienced cadet, although they are at times required to take charge of a watch, and during the late Russian War, frequently had charge of mortar and gun boats. We recommend they should rank after second masters.

" They likewise complain that their widows have been deprived of the pensions to which they were formerly entitled. There are few more difficult subjects than that of widow's pensions and, in evidence well worthy of attention, we have been urged rather to recommend that the sum, which these pensions would require, should be expended in improving the position of the officers themselves. We have no reason to think that any general alteration on the subject of widow's pensions is intended ; and, in the present state of the Service, we think that the benefits conferred upon the widows of the officers in the higher ranks, ought not to be withheld from the widows of seamen who have risen by merit through successive stages of promotion to the rank of warrant officers. We think that in fairness this payment should be retrospective. The cost involved is £19,150."

The Commissioned rank of *Chief Gunner*, now known as *Commissioned Gunner*, was established in 1864, and the honorary rank of Lieutenant on retirement was granted in 1887. The promotion of 4 per cent. of these officers to the rank of Lieutenant was instituted in 1903 and increased by 4 per cent. in 1918, when the rank of Commander was opened to officers promoted from Warrant rank.

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The Gunner's Mate.

The Gunner's Mate, as his name implies, was originally the assistant to the Gunner or Master-Gunner of a ship. In this capacity he served as the Instructor in gun drill and he was stationed at the bitts when anchoring.

The instruction in small arms, pistol and cutlass drill was carried out by the Ships' Corporals.

As time went on the number of Petty Officers holding the rating of Gunner's Mate was increased. When the Gunnery School first started, the Royal Marine Artillery provided instructors for the "Great Gun Exercise," until sufficient seamen instructors had been trained. All Petty Officers who had been trained at a Gunnery School were rated Gunner's Mates, the remaining instructors being Seaman Gunners of the 1st Class. The remaining 1st Class Petty Officers were either Boatswains' Mates or Captains of Tops.

Field Training continued to be taught by the Royal Marines. This system caused a certain amount of unpleasantness when the men were ashore together, and was discontinued in 1868, when J. A. Fisher was First Lieutenant. A proposal was put forward in 1912 to re-introduce the system, but fortunately it fell through.

At a still later period, the term Gunner's Mate was confined to the Instructors. Their badge was a gun horizontal, with two cutlasses crossed and a crown above. The rating was altered to "Gunnery Instructor" from 1886 to 1910.

When the Torpedo School was first started, the men were trained as instructors in both Gunnery and Torpedo. They wore a badge consisting of a crossed gun and torpedo surrounded by a laurel wreath with a crown above. The Gunnery Instructors had the gun superimposed over the torpedo and the Torpedo Instructors the torpedo superimposed over the gun. These distinctions were dropped with the final separation of the Torpedo school, and a Gunner's Mate now wears crossed guns, a star and a crown.

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The Captain of the Gun.

This term designates the senior rating of the gun's crew, who takes charge of the gun and crew under the direction of the Officer of the quarters.

In the old days of muzzle loading guns, the crew of the " Great Gun " included a Captain and Second Captain. The duties of the Captains were as follows :

" No. 1. The Captain commands, attends the breeching, bed and coin, points, fires and stops the vent."

" No. 2. The Second Captain assists 1, casts loose, hauls up the port, runs out, attends the apron and port tackle fall and cocks the lock."

The full crew was provided for one side of the ship only. Consequently, if the ship were engaged on both sides, the alternative guns crews changed over to the opposite side of the ship and each crew manned two adjacent guns. In these circumstances, the Second Captain of the Gun took charge of the second gun, aimed and fired it.

In 1853 the Royal Commission on manning the Navy recommended the institution of two classes of Seamen Gunner, the lower grade to receive sufficient instruction to fit them to perform the duties of first and second Captains of Guns.

The rating was abolished in 1903 during the jurisdiction of Captain Percy Scott, the non-substantive rating of Gunlayer being substituted. The change was connected with the great improvement in shooting, which came about under his influence. It was considered that the duty of laying and firing the gun was the more important and should be rewarded by extra pay. The duty of Captain of the Gun continued to be carried out by the senior substantive rating behind the gun without increase of pay.

The Captains of the Gun once again came into being as non-substantive ratings in March, 1927, when it was found necessary to find men of extra zeal and ability to carry out the main operations of loading the 16″ and 8″ turret guns.

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The Seaman Gunner.

The young seaman, with his foot just planted on the gunnery ladder, is one of the finest products of the modern Navy. A hundred of these men are sent every year to form the Royal Guard at Olympia, where they stand in direct and favourable comparison with the Guards and the Royal Air Force. It is a healthy sight to watch them drill, whether with a rifle, or at a 6″ gun, or in a 16″ turret.

In 1830, the "Gunners' Party" of a first rate comprised five Gunner's Mates, three Armourers and twenty-five Gunner's crew who received two shillings per month more pay than the Able Seamen. This rating of Gunner's Crew was the origin of the Seaman Gunner, numbers of whom were trained in the new school. The change over between the two ratings was completed in 1839. The following extract from the United Service Magazine explains the situation at that time.

"The Board of Admiralty, who are always on the alternative plan, have made another arrangement relative to the Seaman Gunners who enter and go through the course of gunnery instruction on board H.M. Ship *Excellent*. Being, as they profess, desirous of giving that description of men every encouragement possible, their Lordships have ordered a small increase to the pay of each, and directed that in future no Seaman Gunner, or what was formerly Gunners' crew, shall be entered on board a man-of-war unless they have previously gone through a complete course of instruction in that floating battery. The following are the terms on which Seaman Gunners are in future to be entered, and the advantages held out to them.

"To enter for for a period of five years, to be instructed as Seaman Gunners, for Her Majesty's Navy, and from them only Master Gunners and Gunner's Mates will be selected.

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" They will also be preferred for the situation of Boatswain, if otherwise qualified, and all the ratings of petty officer will be open to them.

" On being discharged into sea-going ships, they will receive two shillings per month in addition to A.B.'s pay, or that of any higher rating which they may hold; when their first period of five years' service expires, on producing certificates of good conduct, they will, if they re-enter immediately, be entitled to four shillings a month in addition to the pay of A.B. or any other higher rating they may hold, and at the end of their second period of service, they will, on producing certificates, if they re-enter immediately for another period of five years, receive five shillings a month in addition to the pay of an A.B. or any other higher rating they may hold.

" During their first six months in the *Excellent* the men who do not allot will receive eight shillings a month, and after that period they will be paid their full wages monthly."

The importance of this branch of the Navy has never been lost sight of, though from reasons of economy the numbers have been permitted to fall below the safety level from time to time. A most acute shortage was discovered at the time of the Crimean War, which led to the institution of the long-service system of engagement. The following extracts from the recommendations of the Royal Commission on the manning of the Navy give some idea of the state of affairs.

" And here we beg to call Your Majesty's attention to the extreme importance of encouraging seamen to qualify themselves as Seaman-Gunners. The committee of 1852 recommended that the number under training in the *Excellent* and her tenders should be increased. They stated that they could not over-rate the ' advantages which the naval service had derived from the systematic instruction and training both of officers and men, in Gunnery and the use of arms, as established on board that ship.'

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"In this opinion we concur, we believe that seamen, well trained in Gunnery, are becoming daily more and more essential, and in order to induce seamen more readily to enter the gunnery ships *Excellent* and *Cambridge*, and to qualify themselves for the highly important situations of Seaman-Gunners, we recommend that the pay of each class of Seaman Gunners be increased to the extent of one penny a day. With a view also of retaining them when once qualified, we recommend that a period of five years service as Seaman-Gunner should count as six years towards long service pension, and that the pension should be payable to them only in the United Kingdom and the Channel Islands. These measures appear to be rendered necessary by a review of the relative position of this class, as compared with the coast-guard and other branches of the service. We think, also, that of the 4,000 men retained in the home ports, 1,000 should always be Seaman-Gunners. The extra charge on this head would be about £6,239 per annum.

"The evidence of the witnesses, with scarcely an exception, shows that the system of naval impressment as practised in former wars, could not now be successfully enforced. We speak, not of any objections to that system, which may exist in our minds on the score of humanity or justice, nor of the political excitement to which, in the opinion of some witnesses, the revival of that system would give rise, nor of the strong and determined opposition, with which, according to others, it would be met, we speak, rather of difficulties arising from the altered circumstances of the times. The sailor, who wished to avoid impressment, would have much greater facilities than formerly for desertion in foreign ports, and for his escape after his arrival at home. The improvements in Gunnery, also, have effected a complete revolution in naval warfare, and have rendered it absolutely necessary that our vessels should in any future war be manned, not by promiscuous collection of untrained men, such as

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impressment formerly supplied, but by seamen who are practised Gunners."

When the Torpedo School was started in 1873 as a branch of the Gunnery school, the rating of Seaman-Gunner-and-Torpedo-man was introduced, the men being trained in both subjects. This system lasted until 1888, since when the Seaman-Torpedoman has remained the exclusive product of the Torpedo school.

In these days the Seaman Gunner is just as important as formerly, and the regulations are so framed that no man can rise in the Gunnery branch of the Service without first of all qualifying as a Seaman Gunner at the Gunnery school of his port division or depot. The men are selected from the complements of sea-going ships and are put through a course lasting eleven weeks. Drill and disciplinary training predominate, but in addition the men are given elementary instruction in every subject that is taught at the school.

The Diver.

It may seem strange that the diver should be a gunnery rating, but the fact remains that the entry and training of Naval divers has always been carried out by the gunnery school.

In the first place, all Service diving was carried out by the Royal Engineers and in 1839 extensive operations were undertaken at Spithead to recover the keel, floor timbers and ballast from the wreck of the *Royal George*. The operations were conducted by Major-General Pasley who employed charges of 600-lbs. of gunpowder, exploded by electricity, to assist the divers by breaking up a troublesome bank of shingle.

The operations were confined to the summer months, since it was considered that in winter the water was too cold for the men to work, and consequently were not completed until 1843.

General Pasley, having trained an experienced body of divers, suggested to the Admiralty that he

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should take the opportunity of training young officers and volunteer seamen of the Navy, both in the art of diving and in the use of the voltaic battery for submarine explosions. This offer was put into effect and the direction of the naval side of the training was placed in the hands of Captain Sir Thomas Hastings and perpetuated by the gunnery school.

Every Gunnery Officer is now given a short course in diving and all Gunners are qualified in diving before they receive their Warrants. A Gunner is invariably placed in charge of any diving operations undertaken by Naval ratings.

Naval divers are volunteers and receive extra pay for the time they are under water and the depth of the dive. No man can be compelled to dive if he feels unable to do so and very stringent regulations are in force to avoid caisson disease.

These regulations are the outcome of the work of the committee on Deep Water Diving, which sat in 1905, and particularly of the scientific achievements of Professor J. S. Haldane, C.H., F.R.S., who was a member of that committee.

Except for minor alterations and the addition of the telephone, the diving dress has remained unchanged since 1840. Prior to 1905 neither the makers nor any one else had thought about testing the air delivery of the pumps, and when the Diving Committee did so, it was found that the average leakage of all the pumps at Portsmouth was over 50% (at 20 fathoms).

At depths over 12 fathoms, divers were made to wear a ridiculous wicker-work contrivance known as a crinoline, which, in some muddlehead way, was supposed to keep the pressure off the vital organs. Girt with this apparatus the diver progressed along the bottom in the manner of a rocking horse, and, faced with the certainty of partial suffocation due to the defective pumps, followed by a violent headache, the keenest man disliked the idea of going down in deep water.

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Having drafted the rules for the provision of extra pumps at certain depths and for the proper testing of the pumps, Haldane turned to the study of the effect of compressed air on the human body. In examining statistics from all countries, he noticed that serious cases did not occur when the working pressure was less than 15 to 20 pounds per square inch. From that commonplace fact he evolved the theory of the disease, and made the unexpected deduction that it would always be safe to bring a diver up to half the absolute working pressure in one stage.

His theory was tested on animals and found to be true, after which he devised the method and tables of stage decompression, which were adopted by the Admiralty and have been used by the whole world until now.

Haldane's work saved scores of lives and put deep water diving on a rational basis. It has since been elaborated by the employment of oxygen for reducing the time spent by the diver in coming to the surface. The Naval diver will work in depths down to 25 fathoms in the ordinary way. The new class of " deep diver," with these special facilities, will be able to reach 50 fathoms or more.

At the present time, the records for deep diving are held by Leading Seaman T. Bell at 50 fathoms and Able Seaman W. H. Davidson at 49½ fathoms.

The qualifications of the best divers are mental rather than physical, they need not necessarily be young or strong or exceptionally healthy, but they must be cool headed, determined and able to find things in the dark.

This reference to heads leads us to describe the shortest diving course on record. In a new diving class at Whale Island, there appeared a Leading Stoker with a bald head, shaped like a pickaxe, but full of energy and ambition. Unfortunately it proved too large and too queerly shaped to go into the helmet. Instructors and attendants pushed and screwed and rubbed it

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with vaseline, but enter it would not. The Gunner put him down as failed ; he indignantly protested and the record was altered to " Medically unfit." A few days later he again appeared as a requestman, his head showing grazes all round, complaining that this entry was holding up his marriage. By amending it to " Anatomically unsuited," all concerned were satisfied.

The Armourer and Ordnance Artificer.

The history of this branch is buried in antiquity, the first recorded professional being Tubal Cain.

As a class, they have at all times been versatile, combining many trades under the ancient name of Armourer. The very nature of the occupation, however prevented the light of history from illuminating the stage on which they practised their arts and mysteries.

In early days they were the aristocrats of metal workers, but their fall was drastic and almost complete, when the first semi-naked footman discovered that a stone, a tube and a little black powder was sufficient to discourage the heaviest armoured knight in Christendom, or out of it, for that matter.

Whether serving on board ship or in the dockyard, the Armourer of early days was generally a civilian, engaged by the Gunner as required, and paid by that officer for the work of fitting the ship's weapons into serviceable condition. The first mention of an Armourer as part complement of a ship occurs in the history of the mutiny of the *Bounty* in 1789. On this occasion he was the first individual the mutineers seized and for the very good reason that he carried the keys of the armoury and must, therefore, have been a person of some importance. It is also evident from the old sea songs, such as the " Midshipmite," which records the action of spiking the guns of a fort, one of the little jokes that preceded the "cutting out " of an enemy ship, that the Armourer was the person who did the dirty work on the enemy's ordnance with a hammer and an assortment of spikes.

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The importance of the Armourer has varied, in ancient days he was a very valuable Warrant Officer, but as progress in armament proceeded and the M.L. gun became the chief weapon, his importance decreased. The M.L. gun at first required very little skill in maintenance, it was generally used until it burst.

It was not until the rifled M.L. gun was introduced and almost simultaneously the various experimental breech loading weapons, that the Armourer regained a position of importance. True he was still only a sort of " cutler " who ground swords, cutlasses, or hangers, and sharpened pikes, but as guns improved, his duties became more onerous. Guns did not burst as they used to, but vents wore out and the Armourer " re-vented the Pieces of Ordnance " and in general took personal charge of all weapons on board. At the same time he was essentially one of the skilled seamen of the ship. As a Petty Officer, he had charge of part of a mast, and, when the ship was in action, assisted the Master, as did the other " idlers," by working the sails.

Another duty of the Armourer and his mates was the responsibility for repelling boarders. Even as late as 1903, part of the equipment of an Armourers' workshop consisted of pikes, which were kept in readiness, so that at an instant's warning, the cry of " repel boarders " would bring this swarm of non-combatants (" all the idlers "), ready to give a warm reception to any intruders who climbed over the nettings.

The introduction of the torpedo and electricity gave a further rise in importance to the Armourer. The cleverer men became Torpedo Armourers and until the introduction of the Electricians, this class of Armourer was one of the best paid on the lower deck.

By this time the improvement in Naval Ordnance had advanced to such a stage, that the Armourer ceased to be available for outside duties. The universal type of mechanic, who had hitherto satisfied

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Naval needs, was not always sufficiently skilled to deal with the intricate machinery of modern armament. The pay had also varied little since Nelson's day and was not conducive to recruiting the type of mechanic required. Consequently, in 1918, the Admiralty decided to discontinue the recruiting of Armourers and in their place instituted the Ordnance Artificer Branch. The name has changed, but the spirit of the old Armourer still lives on, many of the present Ordnance Artificers being the sons of men who passed an earring up aloft, carried a boarding pike, a hammer, and a bag of spikes.

The Rangetaker.

The Rangetakers are the men who are trained to use the Barr & Stroud rangefinders and inclinometers. These optical instruments require a considerable amount of training and practice for accurate working and the best results are obtained by specialising the men who are likely to be the most efficient. It is also necessary to take particular care of their eyesight in case it should be damaged by the frequent use of high power instruments. Ophthalmic specialists are appointed to the gunnery schools and Naval hospitals in order that periodical tests may be carried out.

The systematic training of rangetakers began in 1911. The men are divided into three classes, according to their qualifications and experience, the first class being trained as instructors.

The Gunnery Lieutenant's Writer.

Many years elapsed after its invention before the typewriter was introduced into the service, but by 1914 it had come to stay, and official correspondence ceased to be written by any other method.

The Gunnery Lieutenant's Writer is a Seaman Gunner specially trained in the use of the typewriter and instructed in book-keeping and office routine.

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The Q.O.

The Q.O. is a Seaman Gunner who has been qualified in ordnance work. He is the Ordnance Artificer's Mate and assists in all the heavy work about the guns and mountings. In course of time these men acquire considerable skill in the use of machine and tools and become valuable additions to the Ordnance department.

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CHAPTER IX.

HISTORY OF SHIPS OF THE NAME.

H.M.S. Excellent and Boyne.

The First Excellent.

THE first ship of the name was launched at Harwich in 1787. Built to the designs of Sir Thomas Slade she was as nearly as possible a sister ship of the *Elephant* and *Saturn*, both launched in the previous year. Her tonnage was 1,615 and her principal dimensions were as follows:

Length of Gun deck	168 ft.
Breadth	46 ft. 11in.
Depth	19ft. 9in.
Draught (light)	11ft. 6in. forward 17ft. aft.
Complement	590
Original cost	£29,746

She carried the following armament.

Gun deck	28	32-pounders
Upper deck	28	18-pounders
Quarter deck	14	9-pounders
Forecastle	4	9-pounders

making a total armament of 74 guns.

Ships at that period took a long time to build and to rig, after they were launched. The *Excellent* was more or less in reserve during her early years, since the country was not engaged in hostilities.

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Her first employment appears to have been in June, 1794, on the 22nd of which month Rear-Admiral the Hon. William Cornwallis, in the *Excellent*, 74, Captain John Whitby, with eleven sail-of-the-line, one fifty-gun ship and three frigates, sailed from Plymouth to escort an East India convoy clear of the Soundings and to cruise in the Bay of Biscay. Captain W. Mitchell was next appointed to command her, but nothing of interest occurred and we find that in the years 1788, 1790 and 1793 the sums of £2,900, £1,980 and £3,048 respectively, were spent on refits, a total of £7,928, or slightly more than one quarter of her original cost.

Captain Mitchell was succeeded by Captain Cuthbert Collingwood, the famous Admiral. He was appointed in August, 1795 from H.M.S. *Barfleur*, flagship of Rear-Admiral Bowyer, and took the ship out to the Mediterranean to join the Fleet under Admiral (Blue) William Hotham. She was principally employed in guarding Corsica and blockading Toulon.

The only exciting incident to relieve the monotony of blockade duty was on the night of 27th February, 1795, when the *Princess Royal* ran into the *Excellent*. Great damage was done to the latter's yards and rigging. Only the promptitude of Collingwood, who had few equals as a practical seaman, averted a worse disaster.

Admiral Hotham struck his flag on November 1st, 1795, and returned to England, being succeeded by Vice-Admiral (Red) Sir Hyde Parker.

The *Excellent* remained for some months off Toulon. In September, 1796 a treaty of alliance was concluded between France and Spain. The latter country declared war on England the following month, which led to our ships being transferred to the west and southern coasts of Spain.

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The Battle of St. Vincent.

In the early morning of 14th February, 1797, H.M.S. *Culloden* sighted five Spanish ships and by nine o'clock a fleet of 31 sail was visible to the Commander-in-Chief, Admiral (Blue) Sir John Jervis, in the *Victory*.

In this action Nelson commanded the *Captain*, 74, and the assistance rendered to him by Collingwood in the *Excellent* was an outstanding feature.

The following account of the action is taken from an eyewitness in the *Captain*:—

" The morning was dark and hazy, and at half-past six the *Culloden* made the signal for five sail in the south-west quarter; at eight the signal was flying for " prepare for action." It wanted no officer to stimulate the men; they were warm for the business; and although *La Bonne Citoyenne* made the signal that the enemy's fleet consisted of twenty-five sail of the line, whilst we had only fifteen sail of the line, four frigates, a sloop, and a cutter; there was not a man fore and aft the deck that did not think some of the Spaniards would be seen in Spithead with an English flag on board of them.

" When I first saw them distinctly, I began to rub my eyes and look at the Commodore; he was all alive and merry; he walked quickly up and down the deck, rubbed his hands, looked again, and seemed just as pleased as if he was meeting an old friend. When I looked out of the main-deck port, however, and saw a four-decker of at least one hundred and thirty-six guns, six three deckers of one hundred and twelve, two eighty-fours, eighteen seventy-fours, making in all twenty-seven sail of the line, with ten frigates and a brig, I began to think that we were in for a bloody business, out of which we could never retreat, and only to be won by such men as Jervis and Nelson.

" The ships first telegraphed by the *Culloden* were, when first discovered, separated from the main body, which was bearing down to join the separated vessels. We first endeavoured to cut off these five ships; but

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the main body of the fleet becoming too near for this experiment, we formed into "a line of battle ahead," giving up the chase and preparing for a serious business.

"Every man in the Navy goes through some awful scenes; but there is nothing like the dead quiet on board a man-of-war before the fight begins. When everything is ready—and we, God knows! are ready enough to do our duty—when we get tourniquets and devilments to clap on the wounded, and when we look about us amongst old and tried shipmates, then it is that a curious kind of cold feeling runs through the bravest of us all. There we are, standing to our guns, with nothing to divert the thoughts; and then it is that a thousand ideas occur of home and all our dearest friends.

"The morning was foggy, and this concealed our numbers from the enemy, who believed, on the authority of an American, that we had only nine sail of the line; but Admiral Parker with five sail of the line had joined, and so had we and the *Culloden*, between the Admiral's boarding the American and the American communicating with the Spanish admiral, one Don Joseph de Cordova. At daylight we were in compact order close together, whilst the Spaniards were straggling: the look-out ship of the enemy, not getting her signal heeded, hoisted another, saying that our fleet consisted of forty sail of the line. This puzzled old Cordova, and frightened the whole fleet; for it was on the authority of the American that we were so inferior that, instead of going into Cadiz as Cordova intended, he had been, indeed, in search of our fleet, in order to crush us by his overpowering force. When, however, he came to find by the false signal that we were nearly double his number, he made a Cross and blessed himself.

"At about twenty minutes after eleven the Admiral made the signal to pass through the enemy's line. Owing, however, to the press of sail he carried, the enemy could not form in regular order before we were close aboard of them; so that Troubridge, in the

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Culloden, had hardly fired at the enemy's headmost ship to windward, before the rest of our ships came up, passed right through their straggling line, cut off nine ships from the main body, and then tacked.

"We then poured broadside upon broadside into the nearest ships. That part of the Spanish fleet thus completely cut off, formed on the larboard tack, with the intention of passing through, or to leeward of, the English line: but we gave them such a warm salute, and received them so heartily, that they soon tacked and stood off, and did not appear in the action until their comrades had lost the day.

"Having disposed of this division, the Admiral made the signal to tack in succession (I remember it all as yesterday, because I was placed to assist the signal officer), and accordingly the headmost ships did tack. But Nelson, who was stationed in the rear of the British line, and who had the better opportunity of remarking all the enemy's tactics, observed the Spaniards bear up, in order to join their scattered ships, and likewise to form their line again. This was a well-planned manoeuvre; but Nelson was alive to the consequences in a moment, and therefore, without any hesitation, he disobeyed the order to tack and wore, directly he had passed the Spanish rear. In executing this bold and decisive evolution, the Commodore found himself alongside of the Spanish Admiral, in the *Santissima Trinidada*, the four-decker I mentioned before. She was big enough to swallow us up. I'm blessed if I don't think she might have stowed us in the main hold, and our trucks would not have come above the combings of the main hatchway!—but this was a trifle. We had, besides this monster, the *San Josef* (she that many a time has had an English Admiral's flag on board since) of one hundred and twelve guns; the *Salvador del Mundo* (we have seen her keeping guard, I think, in Plymouth, for these last five-and-twenty years); the *San Nicholas*, eighty, and the *San Isidore*, seventy-four. This was odds against us; and Troubridge gallantly made sail to support us in the

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very unequal fight. We two fought the whole batch of them for more than half an hour. The roar of the guns, the immense smoke, the cries of the wounded, the orders of the Commodore, took away from any of us, if we had it, the reflection of the unequal contest. Cheer after cheer followed—we were determined to conquer. I have heard some great man said, 'They can conquer who believe they can.' Up comes the *Blenheim* commanded by Captain Frederick; he passed between us and our enemy, and poured a tremendous fire into the Spaniard; it caused the *Salvador del Mundo* and *San Isadore* to drop astern, and there they found, pushing up to our support, the *Excellent*, Captain Collingwood, who took the liberty to break some of their cabin windows, and to spoil the paint and filigree-work abaft. Both ships struck; and Collingwood, who thought some one else might pick up the wounded birds, pressed on to support us (for we were getting it rather warmly), when the near approach of Admiral Parker, with the *Prince George*, *Orion*, *Irresistible*, and *Diadem*, determined the Spanish Admiral to relinquish his attempt of rejoining the ships to leeward; and he made the signal for the main body to haul their wind and make sail on the larboard tack.

"At this time we were hard at it with three first-rates. The *San Nicholas* and two other vessels were firing into us, and we were, of course, returning them as much iron for use as we could spare. It was then that Collingwood, who never forgot a friend nor spared an enemy, saw that the *Blenheim* was ahead disabled, and the *Culloden* was crippled astern of us; he therefore came up, man-of-war fashion, took the mainsail off the *Excellent*, as if he were going to dine with the admiral, and, passing within ten feet of the *San Nicholas*, poured in such a broadside as nearly to send her to old Nick—after which, I believe, she was named—and passed on to the *Santissima Trinidada*.

"The *San Nicholas* luffed up—and well she might, for it would have slewed any stern—and fell on board the *San Josef*, and we placed ourselves close alongside

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of them, making three abreast, thus giving both of them the advantage of our generosity, whilst only one of them could return it. We were properly disabled; every rope was cut to pieces, the fore-topmast was gone, and we had not a shroud left to support a mast; but we still had a little head-way. Nelson ordered the Captain to put the helm a-starboard, and we ran on board the *San Nicholas*. 'Boarders fore and aft!' was the cry. You may see the picture in the Painted Hall, with the Admiral in a cocked-hat heading the boarders.

"Captain Berry, who had been the Commodore's first lieutenant, led the way, and was the first man on the enemy's mizzen chains. The spritsail yard of the *Captain*, having passed over the enemy's poop, got foul of the mizen rigging, and thus steadied us. Berry was not a second without a supporter; for Lieutenant Pierson, who commanded a detachment of the 69th Regiment, then doing duty on board as marines, gallantly followed the noble example, and passed into the *San Nicholas*. One of the soldiers broke the upper quarter gallery window and jumped in; and the Commodore and myself were soon at his heels, having lots of our crew close behind us.

"We found the cabin-doors fastened; but what's a door to an English sailor but a place to pass through? Which we did in a second, without using the hinges. We pushed on to the deck, and there were our shipmates in possession of the poop—the Spanish ensign down, the ship ours. The Commander of her was mortally wounded, and Nelson was just in time to receive his sword. Every precaution was instantly taken to secure the prize; but we did not do it in quiet.

"The stern of the *San Josef* was directly on the weather-beam of the *San Nicholas*; and the enemy opened a brisk and destructive fire upon our men, now on the upper deck of the prize. Nelson saw that to remain was fatal; he must either go on or retreat. He only knew how to do one; although the other shows the good officer, they say, more than the advance. More

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men were sent from the *Captain*. "Follow me,' said Nelson, 'Westminster Abbey or victory!' Berry assisted the Commodore into the main chains, and I was alongside of him. 'Forward, my lads!' was the cry, but it was no use to hurry, for a Spaniard popped his head over the quarter-deck rail, and bellowed out that they surrendered. The Commodore leapt on the quarter-deck, and there we were, sure enough, without poking or piking, the conquerors of the *San Josef*. The Spanish Captain delivered his sword, for the Admiral was below severely wounded, indeed, dying.

"There, on the quarter-deck of this noble ship, did the Commodore receive the swords, which were handed to me. To me—think of that; and I bundled them under my arm as if they had been broomsticks. And what cared we then for the fire of twenty-two sail of the line which were still firing at us?

"Admiral Jervis, whilst we were boarding, placed his ship, the *Victory* (Lord! how my heart stops whenever I mention that ship!) on the lee-quarter of the rearmost ship of the enemy, the *Salvador del Mundo*, and poured in such a broadside, that the Spaniard, seeing the *Barfleur* coming up to pay him equal attention, struck her colours and was captured.

"Our other ships in the van continued to press the *Santissima Trinidada* and her supporters, which formed the rear of the enemy; but the ships which we had separated from their fleet in the morning having got together, bore up and seemed inclined to renew the action. Sir John Jervis made the signal to heave-to, and then formed a strong line to protect the prizes and the disabled ships. The enemy, as they approached, fired a few broadsides, and then left us to walk off unmolested with the captured ships."

The beginning of 1798 found the *Excellent* engaged on the blockading station off Cadiz, of which Collingwood wrote, "... is more dull than it was last summer, ... now the whole is a blank, and one day so like another." He deplored the inaction of the fleet,

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Vice-Admiral Lord Collingwood

Captain of H.M.S. "Excellent" 1795—1798

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as being conducive to inefficiency and insubordination, and contrived every possible means of keeping his men occupied and cheerful.

Collingwood was a wonderful disciplinarian. It was the practice of St. Vincent to draft the worst characters in the fleet to the *Excellent* and he used to say, " Collingwood will bring them to order." Probably no officer of that period was more sparing in the use of the lash, flogging was almost unknown in his ships. He seems to have ruled by a firmness and strength of character, which must have been of a remarkable order, when we consider the rough class of men of which ships' companies were at that time composed.

To both officers and men he was an almost perfect type of officer and seaman. To his officers he was a ' father ' and was always ready to instruct and encourage them. In issuing orders he was most careful to abstain from demanding anything unnecessary, distressing or vexatious, or which might be termed an abuse of authority or power. He was most careful with public stores and insisted on a rigid economy in their use. It is related of him that, seeing a new fore-topsail bent shortly before the battle of St. Vincent, he exclaimed, as the *Excellent* became closely engaged with the 80-gun ship, *San Ysidro*, " Bless me, Mr. Peffers, how came we to forget to bend our old top-sail ? They will quite ruin that new one. It will never be worth a farthing again." Mr. Peffers, the Boatswain, was one of the eleven killed in the action, and came from the Tyne district from which so many of Collingwood's men followed him.

After being engaged early in 1798 blockading off Cadiz, the *Excellent* was ordered home for repairs, and arrived at Spithead, in December, 1799 and paid off. Collingwood, so anxious to return to his home in the north, would not leave Portsmouth until he had seen provision made for all his men.

The *Excellent's* next Captain was the Hon. Robert Stopford, and on 11th October, 1799, she captured the French 18-gun corvette *Arethuse* off l'Orient after a

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chase lasting eight hours. This ship was added to the Royal Navy under the name of *Raven*.

On February 20th, 1801, the boats of the *Excellent*, under Lieutenant Church, set out to capture a French sloop and cutter in Quiberon Bay, but just before they came up, another craft laden with troops joined the Frenchmen. The boats, however, pushed on and captured the cutter *Arc*, which was found to have a larger number of men on board than the whole of the *Excellent's* party.

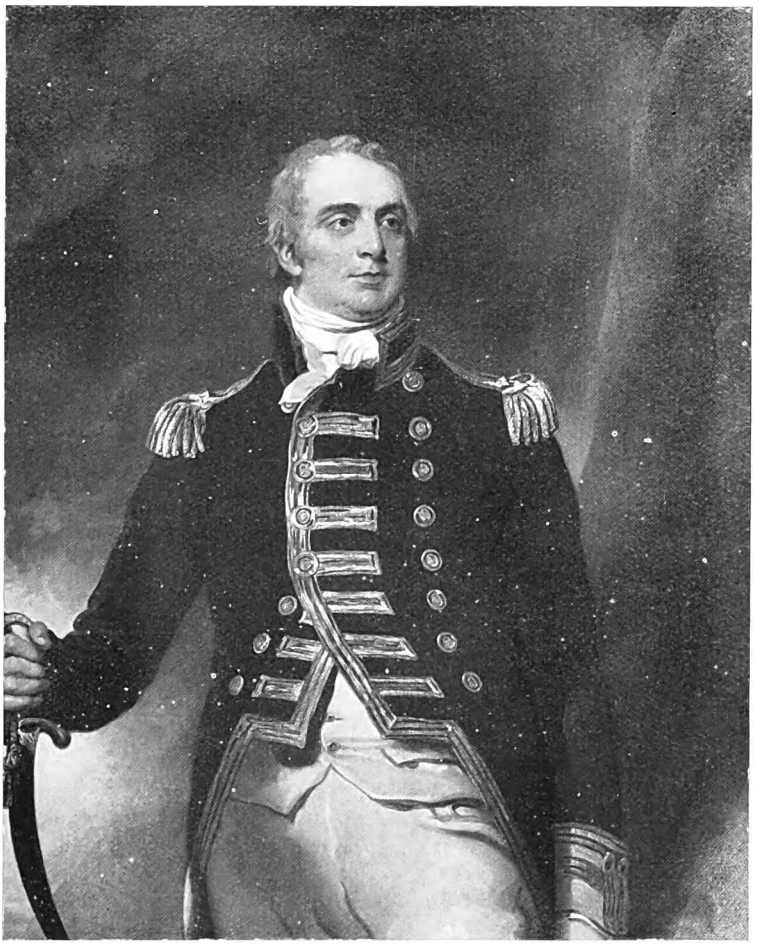
Captain Stopford was succeeded by Captain Frank Sotheron. The *Excellent* was not present at the battle of Copenhagen, and we next find her in the Mediterranean, where she joined the Fleet under Vice-Admiral (Blue) Lord Nelson, engaged in the blockade of Toulon, at the end of November, 1803. Nelson had hoisted his flag in the *Victory*, 100, at Portsmouth, on May 18th, having accepted the post of Commander-in-Chief in the Mediterranean.

By the end of March 1806 the French troops were in possession of the whole Kingdom of Naples with the exception of Gaeta and an inland fortress, Civitella del Tronto. Lord Collingwood detached Rear-Admiral Sir William S. Smith in the *Pompee* 74, to proceed to Gaeta, and check the progress of the French. He found there the *Excellent*, 74, *Athenian*, 64, and *Intrepid*, 64, and some smaller vessels, was able to land a considerable quantity of supplies from the ships in the face of the enemy, and also succeeded in landing four of the lower deck guns from the *Excellent*. Leaving the *Juno* 32, Captain Henry Richardson, and some Neapolitan ships at Gaeta he next proceeded to Naples, and assisted in the reduction of the Island of Capri.

During the latter part of 1806 and the first part of 1807 the *Excellent* underwent a refit at Chatham.

It is perhaps interesting to mention here that the total tonnage of all classes of ships in the Navy in 1807 was 770,220, no less than 43,527 tons of new construction were in hand, and 25,151 tons were broken up or

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Vice-Admiral Frank Sotheron

Captain of H.M.S. "Excellent" 1803—1807

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disposed of. The number of officers and men was about 132,000 compared with approximately 100,000 at the present time.

The *Excellent's* next Captain was John West, and the ship was now to see service on the coast of Spain. On November 7th, the *Excellent* and bomb-ship *Meteor*, Captain James Collins, were lying close in to the town of Rosas, when a body of 5,000 French troops occupied the surrounding heights, and a small detachment entered the town. A well-directed fire from the two ships made this detachment retire. The inhabitants had sought refuge in the citadel under the protection of Captain West and a party landed from the ship.

Captain West, on the following day, made a sortie from the citadel at the head of 250 of the *Excellent's* Seamen and Marines. He was driven back by superior force, though his men behaved splendidly and Captain West had his horse shot under him.

On the morning of the 15th the French made a determined attack on Fort Trinidad, one of the defences of Rosas, the garrison of which consisted of one officer and 25 privates of the *Excellent's* marines. In their second, but unsuccessful, attack the French broke down some of the outer gates but were repulsed by musketry fire and hand grenades, and suffered considerable loss. At this juncture Captain West succeeded, by means of a rope ladder, in getting a reinforcement of two officers and 30 marines into the Fort.

On the 20th, the French opened fire with a battery of three guns from a height commanding the Fort, and though they made little impression on it they succeeded in driving off the bomb-ship *Lucifer*, Captain Robert Hall, and later compelled the *Excellent* to withdraw.

On the following day the *Excellent* was relieved by H.M.S. *Fame*, 74, Captain R. H. A. Bennett, and some of her marines were transferred to the *Excellent* to replace those serving ashore. It was decided on the 23rd, to withdraw the marines from Fort Trinidad and the *Fame* shortly afterwards left the coast.

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On the morning of July 28th, 1809, the *Excellent*, still under the command of Captain West, was lying at anchor off Trieste, when an enemy convoy was sighted standing along the coast towards the port. He immediately got under weigh with a view to cutting off the vessels from the port, but observing his intention the convoy took shelter in the port of Duin, four leagues north-west of Trieste.

Captain West had with him the 18-gun sloop *Acorn*, Captain Robert Clephane, and the 16-gun sloop *Bustard*, Captain J. D. Markland. Considering it practicable to get possession of the convoy, he detailed Captain Clephane with the two sloops and all the boats of the *Excellent*, under her First Lieutenant, John Harper, for this service.

At midnight the boats, covered by the *Acorn* and *Bustard*, the latter leading, pushed through a heavy fire into the harbour. Captain Cummins of the Marines landed with a small party to dislodge the enemy from the rugged precipices round the port, while Lieutenant Harper and his men gallantly boarded and carried three Italian gun-boats, carrying long 24-pounders, and seven gun-boats, carrying long 18-pounders. They also captured 10 trabaccolos, or coasting vessels, laden with merchandise. The only casualties were the Master of the *Bustard* and seven seamen and marines wounded, one mortally.

Captain West left the *Excellent* in 1810. In the Navy lists for 1811, 1812, 1813, 1814, she is shown as being at Portsmouth "repairing." In the following years she was used at Portsmouth "for harbour service," probably as a receiving ship,until in 1820 she was cut down to a 58-gun ship. She reverted to harbour service in the following year, and remained out of commission until April, 1830.

The first *Excellent* was broken up at Deptford in 1834 and her place taken by the second ship of the name.

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The Second "Excellent," 1834.

This ship was laid down at Portsmouth in 1799 and built to the same design as the *Victory*. She was launched in 1810 and named H.M.S. *Boyne*, the fourth ship of that name on the list of the Navy.

Her principal particulars were as follows:

Length of Gun deck	186ft. 3ins.
Breadth	52ft. 3ins.
Depth of hold	22ft. 1in.
Tonnage	2138 tons
Complement	738 men.

Her Armament was 104 guns in all, disposed as follows:

Gun Deck	28	32-Pounders
Middle Deck	30	24-Pounders
Upper Deck	30	18-pounders
Quarter-Deck	2	18-Pounders
	and 10	32-Pdr Carronades
Forecastle	2	18-Pounders
	and 2	32-Pdr. Carronades

Her cost may be taken as about £60,000.

In 1828 her armament was reduced by the removal of all the Middle-deck guns. At the same time, 32-Pounders were substituted for the 18-Pounders on the Upper deck, and 32-Pounders were substituted for the 18-Pounders on the Quarter-deck and Forecastle, the number of the guns on the former deck being increased to four. It was as a 76-gun Ship that she was turned over in 1834 to become the Gunnery School Ship and was re-named *Excellent*.

The *Boyne* was first commissioned early in 1811. She saw service, principally in blockading the French Fleet in Toulon, in the Mediterranean in 1913, when Vice-Admiral Pellew was in command of that Station.

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On February 12th, 1814, three French Sail-of-the-line and three frigates left Toulon to meet and escort a French 74-gun ship into harbour. At daybreak on the following morning Admiral Sir E. Pellew sighted the enemy. The British force consisted of fifteen sail-of-the-line, including the *Boyne*, under the command of Captain George Burlton. A hot action followed in which the greater part was borne by the Flagship *Caledonia* and the *Boyne*. The shore batteries took part and the *Romulus* only succeeded in escaping, by a display of superb seamanship, from these two ships.

The French 74-gun ship appears to have got into port unmolested on the following day, without a convoy.

The losses of the French were heavy, the *Romulus* alone having no less than 70 killed and wounded. The *Boyne* suffered severely, having much damage aloft and two guns disabled, together with two killed, including Midshipman George Terry, and forty wounded. The fact that the Flagship had but one casualty shows that the *Boyne* bore the heaviest part in the action.

The *Boyne* took part in the blockade of Genoa in 1814, and in the latter part of that year she was paid off, The greater part of her crew signed on in the *Queen Charlotte*, under Admiral Lord Exmouth for the attack on Algiers. By the middle of the following year she was back on the Mediterranean Station, her Captain being now James Brisbane, appointed 25th March. The Battle of Waterloo finished Napoleon's activities, and with the signing of the Peace of Paris, on November 20th, hostilities ceased and the reductions in the fleet began. The *Boyne*, however, remained in the Mediterranean for some months, after which she was laid up at Portsmouth, and her armament reduced, as mentioned earlier.

In 1834 the name of *Boyne* was changed to *Excellent* and she became the gunnery school ship at Portsmouth. In 1859 she was replaced by the *Queen Charlotte*, a ship laid down only five years later, but destined to have an active career some 25 years longer, she was broken up in 1861.

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CHAPTER X.

The First "Queen Charlotte."

THE name *Charlotte* has been borne in the Royal Navy for centuries, in various forms. There was a *Charlotte* as early as 1677, and there were also ships named *Lady Charlotte, Princess Charlotte, Royal Charlotte* and *Queen Charlotte.*

For the purpose of our present History we will confine ourselves to the last named, and we find that the first ship of the name was built at Chatham in 1790, to the designs of E. Huntley. Her particulars were as follows:

Length, gun deck	190ft.
Breadth	52ft. 5½in.
Depth of Hold	22ft. 4in.
Tonnage	2286 tons
Complement	837 men

Her Armament was 100 guns in all, disposed as follows:

Gun deck	30	32-Pounders
Middle deck	28	24-Pounders
Upper deck	30	18-Pounders
Quarter-deck	10	12-Pounders
Forecastle	2	12-Pounders

She is stated to have carried more than this number of guns at various periods of her service.

Her cost was £54,648.

Though completed in 1791 she was not in commission in that year, nor in 1792. Admiral Earl Howe hoisted his Flag in her in 1793, his senior Captain being Sir Roger Curtis and second Captain Hugh

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Cloberry Christian. A few months later the latter was succeeded by Captain Sir Andrew Snape Douglas, who with Captain Sir Roger Curtis, were on board at the 'Glorious First of June,' 1794.

At the beginning of May, 1794, Earl Howe, with his Flag in the *Queen Charlotte*, put to sea. The Fleet, which had been inactive during the previous winter, was ordered to escort a convoy down Channel from St. Helens. They all weighed on May 2nd and on the 4th, when off the Lizard, Howe ordered Rear-Admiral George Montagu, with several ships to part company and escort the convoy further on its course. He himself with 26 sail-of-the-line, 7 frigates and other smaller ships altered course for Ushant, where they arrived early on the 5th.

From the 5th to the 18th he cruised about the Bay without sighting the French, and on the 19th sent the *Phaeton* and *Latona* to reconnoitre the anchorage in Brest Roads, which was found to be deserted. It was found that the main French Fleet, under M. Louis Thomas Villaret-Joyeuse, who had risen from the rank of Lieutenant to that of Rear-Admiral at the time of the re-organisation of the French Navy in the previous year under the Republic, had sailed from Brest on May 16th, and had passed quite close to Howe on the 17th.

On various days, contact was made with the enemy and resulted in minor skirmishes. On May 28th the British look-out frigates reported a fleet to windward, and at 9.0 a.m. Howe made a signal to prepare for action. At 10.0 a.m. the French Fleet was clearly visible in a somewhat ragged line consisting of 26 sail-of-the-line, and five frigates. At 1.45 p.m. as the French appeared to be preparing to escape Howe ordered a general chase. In the partial action which ensued considerable damage and loss was inflicted on the French, the *Audacious*, Captain William Parker, being the most seriously damaged of the British ships, causing her to be absent on the "Glorious First of June" a few days later.

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Howe continued to follow the French and at dawn on the 29th the Fleets were six miles apart and the enemy were nearly brought to action. At 1.15, Howe made the signal to engage the enemy and pass through his line. He proceeded to do this himself and the *Queen Charlotte* passed through the line astern of the *Eole* the sixth ship from the enemy's rear. Owing to the British ships being rather scattered the movement was not a complete success, the signal for a general chase was therefore made, the *Queen Charlotte* engaging the *Terrible*, which was later rescued by Villaret-Joyeuse. About 5.0 p.m. the firing ceased. During the afternoon's fighting the British casualities were 67 killed and 128 wounded. Three officers were killed including Lieutenant Roger R. Rawlance of the *Queen Charlotte* and Captain Hutt of the *Queen* (died of wounds).

The British ships were much damaged, but quickly set to work to repair themselves, and by 10.30 a.m. on the 30th all except the *Caesar* 80, Captain Anthony J. P. Molloy, reported themselves as ready.

The night of the 29th was foggy but on the morning of the 30th it cleared partially and the French were again visible, preparations were made to renew the action but it again became thick and the ships got dispersed. On the morning of the 31st the fog lifted and it was possible to reform the Fleet. At noon 32 enemy ships were sighted. Howe bore up, but finding an action would be impossible before dark, he wisely decided to wait for daylight, stationing frigates to prevent the enemy escaping unobserved.

The officers of the *Queen Charlotte* had become so dissatisfied with these indecisive proceedings that they refused to comply with the usual custom of drinking their Admiral's health at dinner. The Chaplain was a protege of Lord Howe and succeeded in evading this unwarrantable decision by proposing the health in ecclesiastical terms. He announced the toast as " The first two words of the third Psalm."

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At dawn on the 1st June the enemy were distant six miles on the starboard or lee bow of the British. Howe manoeuvred his ships so that by 7.15 the fleets were four miles apart. He made a signal that he would attack the centre of the French line, and shortly afterwards another that he would attack from leeward.

The *Queen Charlotte* was making to cut the line astern of the *Montagne* 120, Flagship of Villaret-Joyeuse, when she received a heavy fire from the *Vengeur* and *Achille*. At the same time *Jacobin* forged ahead under the lee of the *Montagne*, thereby occupying the position for which Howe was making. The prompt seamanship of James Bowen, Master of the *Queen Charlotte* caused the *Queen Charlotte* to be luffed up neatly between the *Jacobin* and the *Montagne*, which received all the fire they cared for from Howe, until they could extricate themselves, the *Jacobin* dropping astern and the *Montagne* drawing ahead. Howe then ordered a general chase, and he was next engaged with the *Juste*, which was dismasted and forced to strike. The *Queen Charlotte* was at this time threatened by the *Republicain* 110, Captain Pierre J. Longer, Flagship of Rear-Admiral J. M. Nielly, but was saved from further danger from her by the *Gibraltar* 80, Captain T. Mackenzie, who brought down the main and mizzen masts of the *Republicain*, and, incidentally, struck the *Queen Charlotte* with some of her shots.

The *Queen*, at a later stage of the action, having lost her mainmast and sprung her mizzen, succeeded in forcing *Jemmapes* 74, Captain Desmartis to strike, but was herself in danger of being annihilated by a dozen French ships which were bearing down upon her, when *Queen Charlotte* and a newly formed British line came to her rescue. The French succeeded in re-hoisting the colours of the *Jemmapes* and in towing her away.

The following is an account of the battle written by Captain Collingwood in a letter to his uncle, Sir Edward Blackett, Bart.: "*Barfleur*, June 15th, 1794.

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Dear Sir,—Thank you for your kind letter and congratulations. I supposed you were probably gone into Northumberland or would have wrote to you immediately on my arrival, for well am I assured of the pleasure you have in my welfare and success. We have, with God's blessing, obtained as complete a victory as ever was won at sea; and I hope it will be happy in its consequences to this country. The proceedings of the 1st of June were like magic, and could only be effected by skill like his. I scarce know how to give you an account of it. You have seen in his letter what information he had previous to our meeting the evening the 28th of May. They were to windward, and that day we were employed in getting near them. Our advanced squadron, commanded by Admiral Pasley, in the evening brought their rear into action. Not more than five of our ships were engaged, but after dark the *Révolutionnaire*, of 120 guns, struck; though, from unlucky circumstances, she was afterwards lost to us. On the 29th, in the morning, they were still about four miles to windward of us, and showed no disposition to come to close action, but to attack us in their way at long shot. That would not do. At 12 o'clock the Admiral made the signal for our van to tack and pass through their line. They could not pass their line, but Admiral Gardner, who now led the line, closed with their rear, who sustained the whole fire of our line in passing them, and suffered very much; three of them were quite wrecks.

"*Barfleur* was at that time in the rear, but on our closing with one of their ships our fire was such that it is astonishing how she swam after it. They returned very little, and we sustained no injury of consequence. The French made a good manœuvre by which they covered the ships we had bore hard on, and made a bold push at the *Queen* and *Invincible*, two of ours that had suffered. Admiral Graves wore, and we after him—closing with the enemy's van, and turning them to leeward of the disabled *Queen*, so that she did not receive a shot from them. Foiled

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in this attempt, they bore away to repair their ships, three of which were quite like wrecks. It was then too late in the day to do anything decisive, and the various movements we had made had put us out of order. The 30th and 31st were foggy days, and superior as the French were, they would have gone off, I believe, had not the guillotine hung over their heads. We were now to windward, and time and manner of engaging was at our command. The afternoon of the 31st was fine weather, and both sides were employed in forming their order of battle—and in the evening we were ready—about three miles to windward, they impatiently waiting the morning to destroy us, which their superiority in force made them confident of; we—to do our duty faithfully to our country.

"After closing our line, and putting in order, between eight and nine the Admiral made the signal for each ship to engage that opposed in the enemy's, Came close—and in an instant all the ships altering their course at the same time, down we went on them. 'Twas a noble sight! Their fire soon began, we reserved ours until we were so near that it was proper to cloud our ships in smoke. However, we were determined not to fire until Lord Howe had, and he is not in the habit of firing soon. In three minutes our whole line was engaged—and a better fire was never. It continued with unabated fury for near two hours, when the French broke. When we had engaged for three-quarters of an hour they called from the forecastle that the ship to leeward of us was sinking. Up started all the Johnnies from their guns and gave three cheers. I saw through the smoke a wreck lying—but she was covered in an instant with the smoke. I did not see her sink. Nine of their ships had not a stick left as long as my finger. Three others had lost two masts each; their frigates got hold of them and towed them off; seven were left to us, but the *Vengeur* sank in the evening. You may suppose we were not in a condition for pursuit. We

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Medals, etc., commemorating events referred to in this book

1—Earl Howe, Glorious 1st of June, 1794
2—Earl St. Vincent, Battle of St. Vincent, 1797
3—Lord Exmouth, Algiers, August, 1816
4—Lord Collingwood, Trafalgar, October 21st, 1805
5—Queen Anne, "Vigo" Coinage, 1703, Halfcrown, Shilling, and Sixpence
6—Royal Naval College, Gunnery Prize Medal

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reckon they had 300 guns more in their line of battle than we had."

It frequently happened that officers and men of line Regiments were embarked in H.M. ships during war periods and thus we find that the 2nd Queen's Royal Regiment embarked on board the *Queen Charlotte* at Folkestone, in February, 1793, and was present at the engagements mentioned above. In memory of that great victory the association of the *Excellent* with the Queen's Regiment has been preserved. The custom now stands that every alternate year the home service Battalion of the Regiment sends their cricket team to Whale Island to play a two-day match on the 1st and 2nd of June. A great dinner is held in the Officers' mess on the night of the 1st of June. On the intervening years the cricket team of the *Excellent* is entertained by the Queen's in a similar manner. A battalion of seamen and the band assisted the Queen's to entrain at Cosham railway station, when they left for the South African War. During the Great War the association was maintained by the interchange of telegrams. Many of these have been preserved, written from the trenches in the various theatres of war, where the battalions of the Queen's Regiment were serving. The Queen's Regiment sent their band and a guard of 50 men to take part in the Centenary Tattoo in 1930.

On her return to England, the *Queen Charlotte* was visited at Spithead by the King and the Royal Family. The Admirals were assembled on board. His Majesty conferred an Earldom on Lord Howe and presented him with a diamond-hilted sword. Medals and swords were presented to the other Admirals and to a number of the officers. Bowen, who had so greatly distinguished himself as Master of the ship, was specially transferred from the rank of Master, beyond which he could not normally advance, to that of Lieutenant. He became a Commander in 1795, being promoted for his services in Lord Bridport's

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action off Groix, became a Post Captain in September of the same year, and retired a Rear-Admiral in 1835.

The *Queen Charlotte* formed one of the Channel Fleet, under the command of Admiral Lord Bridport. The Fleet sailed from Spithead on June 12th, 1795. Lord Bridport's flag flew in the *Royal George* 100, Captain William Domett, and the *Queen Charlotte* was still under the command of Captain Sir Andrew S. Douglas.

A large French Fleet under Villaret, from which Vice-Admiral Cornwallis had escaped only a fortnight before, had put in to shelter under Belle Isle under stress of weather, and had scarcely resumed its voyage to Brest on the 22nd of June, when the British Channel Fleet appeared. Villaret did not seem willing to fight an action, the result being a general chase, in which the *Irresistible* 74, Captain Richard Grindall, led, the *Queen Charlotte* being the second ship. By sundown that day the British Fleet had gained considerably on their opponents, but a calm ensued. The ships became rather dispersed throughout the night but on the following morning about 6.15 the *Queen Charlotte* was sufficiently close to open fire on the *Formidable*, which later received the fire of the *Sans Pareil* 80, Captain W. Browell, flagship of Rear-Admiral Lord Hugh Seymour, took fire, lost her mizzen mast and struck.

The *Queen Charlotte* was extensively damaged aloft and thus became almost unmanageable but nevertheless was able to bring her broadside to bear on the *Alexandre*, which struck, and she assisted in forcing the *Tigre* to strike also.

The French Fleet took refuge between the Island of Groix and the entrance to Lorient, their losses being very heavy in comparison to those of the British. The total British losses were 31 killed and 113 wounded, while the French lost 670 killed and wounded in the three ships taken prizes alone.

The *Queen Charlotte*, *Sans Pareil* and *Irresistible* were the only British ships which suffered damage aloft, and the loss sustained by the *Queen Charlotte* was

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4 killed and 32 wounded, the *Colossus* sustaining the largest number of casualities, 5 killed and 30 wounded.

Bridport's despatch was a somewhat meagre one, and did not mention the part played by the *Queen Charlotte*, which was more distinguished than that of any other ship. Though victory resulted, the action was somewhat disappointing and would probably have been much more decisive with Nelson or another less cautious Commander than Bridport. The way was, however, cleared for further naval operations.

The next appearance of the *Queen Charlotte* in our historical record is on a black page in British Naval annals.

Discontent in the Fleet had been simmering for sometime owing to the general conditions then prevailing. A large proportion of the seamen were "pressed" men, torn from their homes against their will, mostly with no knowledge of or liking for service afloat, pay was bad, comfort was non-existent, shore leave was not allowed for fear of desertion, food was bad and abuses by contractors in this and other directions everywhere prevailed. Even the fresh water supplied to ships was doled out in small quantities and in all ships the method of storing it was such that it soon became foul.

In addition to all this the Government sent many of the worst characters to be found in the gaols to sea, which had a most contaminating effect on the other classes of men, many of whom had spent their lives in the Service, and shown considerable distinction.

It is not surprising that with these elements on board stern discipline was necessary, nor that in many cases authority was abused and methods of tyranny adopted. Flogging was a common-place event in most ships, Richard Hawkins, seaman of the *Boyne* was found guilty of theft by a Court Martial on March 13th, 1777 and sentenced to 200 lashes, is an example in a ship in which we are at the moment interested. Sentence of death was frequently awarded in such cases as desertion, incitement to mutiny or striking a superior

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officer. It was natural that the evolution of time should demand a gradual change in these methods, but, as is so often the case, Authority failed to see what more alert and observant eyes could see, and were ultimately forced to concede a great deal more than they could honourably have granted.

Earl Howe reached the climax of his career on the victory of the 1st of June, 1794, but continued in command of the Channel Fleet until February, 1797, when ill-health forced him to relinquish it and turn over the Command to Admiral Lord Bridport.

Before Howe left " round robins " and anonymous letters had been sent to him expressing in quite straightforward and moderate terms the principal grievances from which the men suffered. At first he was inclined to consider these communications as the work of one or two malcontents, this view being supported by the fact that they were largely in the same handwriting, but latterly he became more impressed with their importance and communicated with the Admiralty.

He does not appear to have impressed the Admiralty with the seriousness of the matter, the result being that the men considered that he was antagonistic to them, which had the effect of fanning the spark into flame.

Preparations were accordingly made with great secrecy and caution, to demonstrate by a striking exhibition of unanimity, that attention must be given to their claims. Accordingly on April 15th, 1797, when Lord Bridport made the signal to weigh anchor the *Queen Charlotte*, described by one writer as a " man-of-war notorious for her laxity of discipline and turbulence" manned her fore shrouds and gave three cheers, an example which was immediately followed by the rest of the Fleet. On the following day, Easter Sunday, the spirit of disobedience expanded and reached an alarming height.

Four seamen from each ship assembled as delegates on board the *Queen Charlotte* to confer and determine the best method to be adopted to attain their ends,

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and a " captain " was appointed from among themselves for each ship, to take charge on board and see that the orders of the committee were carried out.

A petition setting forth the claims was at once drawn up and submitted to Lord Bridport and Sir Alan Gardner, the Port Admiral at Portsmouth, which was transmitted at once by them to the Admiralty. The position was viewed with alarm by the Authorities and with consternation by the public. The Lords of the Admiralty proceeded to Portsmouth. A meeting of the Board was held immediately on arrival and they then proceeded to carry on deliberations with the seamen through the senior officers of the Fleet.

As these measures proved abortive, Earl Spencer and the other Lords of the Admiralty decided to visit the Fleet and try to overcome the difficulties by personal persuasion. They accordingly proceeded to the *Royal George* where Earl Spencer gave a forcible and able discourse. This to a certain extent succeeded but an indiscreet speech made by Admiral Gardner had the effect of neutralising the good feeling which was beginning to show itself, with the result that a further deadlock ensued.

A petition was now prepared, signed by two delegates from each ship, for presentation to the House of Commons, the names of the *Queen Charlotte's* delegates being Patrick Glynn and John Udleston. A somewhat similar petition, though more technical, was addressed to the Lords of the Admiralty, both petitions being dated April 18th, 1797.

The petitions were remarkable for the moderation of the language and the respectful terms employed, they however displayed a forceful determination to be satisfied with nothing less than their claims.

On the evening of the 18th April, the Lords of the Admiralty gave their reply, conceding two principal demands but ignoring the remainder. These proposals the delegates wholly declined to accept, the written reply, dated the 19th April, being drawn up on board the *Queen Charlotte*.

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On the following day amended proposals were forwarded by the Board, still sitting at Portsmouth, to Lord Bridport for circulation in the Fleet. These proposals were on the point of being accepted by the men when the question of indemnity against proceedings for mutiny was raised, which resulted in a demand for a Royal Proclamation of amnesty for all offences. This sudden turn for the worse so enraged Admiral Gardner, who had proceeded on board the *Queen Charlotte* with two other Admirals, that after a violent passage of words he seized one of the delegates by the collar, and in the general confusion which followed, he nearly lost his life.

The delegates then dispersed to their ships, but soon afterwards re-assembled on board the *Royal George* in response to the hoisting of a red flag in that ship as a signal. Lord Bridport seeing this immediately ordered his Flag to be struck.

Up to this point the attitude of the men towards their officers had been one of respect, and they had put down any violence or misconduct themselves with unrelenting severity. The failure to arrive at a just settlement now exasperated the men. Officers were put under arrest, guns were shotted and a watch set, just as though the ships had been at sea in presence of the enemy.

The Admiralty became more alarmed as they saw the prospects of a settlement further off than ever. A Cabinet Council was hurriedly summoned at which Earl Spencer advocated the granting of an amnesty. Accordingly it was agreed that the Cabinet Council should proceed to Windsor and wait upon the King.

The members left London at 5.0 p.m. for Windsor on April 22nd, at 9.0 the Council was held and at 10.0 a messenger was dispatched direct to Lord Bridport bearing the message that a pardon would be granted to all offenders. The messenger arrived at Portsmouth in the record time of seven hours. A conference of Flag-Officers was immediately held and they repaired on board the *Royal George* about 11.0 a.m. On arrival

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there Lord Bridport hoisted his Flag and addressing the ship's company, with whom he was very popular, informed them that their grievances would be redressed and a free pardon granted to offenders.

A signal was then made for all the Captains of the Fleet to repair on board the *Royal George*. Copies of the Royal Proclamation were given to them, and they were directed to return to their own ships and read them to their respective ship's companies.

This occurred about 1.0 p.m., the news was received with great satisfaction, each ship giving three cheers. The one notable exception was the *Queen Charlotte*, where the red flag continued to fly. This was in the first instance due to the absence ashore of the delegates of that ship, and under the stern conditions imposed, the reluctance to come to any decision without them. A boat was sent ashore for them and on their return they advised the men to fall in line with the other ships, which they did immediately, also giving the customary three cheers.

Discipline and ordinary routine were soon re-established, the *Mars* and *Marlborough* being the last ships to yield. On April 28th, Lord Bridport sailed from St. Helens, but contrary winds were experienced and the Fleet returned to the anchorage.

In the ensuing days the absence of any visible signs that the concessions were being put into effect, led to the re-appearance of uneasiness and discontent. The impression rapidly gained ground that the men had been duped.

On May 7th, Lord Bridport made the signal to weigh anchor, but every ship refused. The delegates re-assembled and proceeded to the *London* with the intention of holding a conference on board her. On approaching the ship Vice-Admiral Colpoys ordered them to sheer off adding that he would fire at them if they attempted to come on board. They took no notice of this warning and the Marines fired, killing three of the delegates. The remainder succeeded in rushing the deck, another delegate being shot by

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Lieutenant Bover. The latter was immediately seized and narrowly escaped being hanged forthwith at the yard-arm. Admiral Colpoys and the rest of the officers were put under arrest, and his flag hauled down, many of the senior officers in other ships were sent ashore. Admiral Colpoys and some of his officers narrowly escaped hanging, the principal factor in preventing this being the production of written orders from the Admiralty, dated May 1st, only a few days before, instructing all senior officers that any sign of insubordination had to be put down with the utmost severity.

Measures were hurriedly passed through Parliament authorising the concessions made, which are stated to have involved an increased expenditure of £536,000 per annum. Lord Howe was sent to Portsmouth armed with extra-ordinary powers from the King, with the hope of effecting a definite and lasting settlement.

On arrival he conferred with the senior officers of the Port and proceeded with them on board the *Royal George* at St. Helens, and reasoned with the ship's company for three hours. The result was on the whole, favourable, but certain ships persisted in their disaffection, notably the *Mars* and *Duke*, who were eventually brought to subjection by the firm and energetic measures taken by the crews of other ships, and not least by the general ridicule which they brought upon themselves.

The Royal Proclamation granting an amnesty for all offences was dated May 11th, and was issued as an Admiralty Order on the 14th. Subordination and good feeling being restored, the mutiny was now a thing of the past and the Fleet put to sea on the 17th May.

The mutiny broke out at the Nore shortly afterwards, but we will not enter into it as the ships forming the subject of our history were not involved.

In August, 1797, Captain J. Elphinstone was appointed to the command of the *Queen Charlotte* which became Flagship of Vice-Admiral Lord Keith in the

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Mediterranean, and in that year and 1799 was engaged on the blockade of Toulon, Cadiz and other places.

In June, 1798, Captain J. Irwin was appointed and she became the Flagship of Vice-Admiral Sir Charles Thompson. In June, 1799, still under the same Captain, she became the Flagship of Rear-Admiral J. H. Whitshed. In October of that year she again changed Captains, Captain A. Todd being appointed, and the ship became once more the Flagship of Lord Keith, Commander-in-Chief, Mediterranean.

In the early part of 1800 the *Queen Charlotte* proceeded to Leghorn, Lord Keith having declared a blockade of Toulon, Marseilles, Nice and other places along the Riviera. It was just as this time that Lord Nelson left Palermo and accompanied the Hamiltons to Leghorn, returning overland with them from there to England.

On March 16th, 1800, Lord Keith landed with a small Staff at Leghorn, and the ship proceeded to reconnoitre the island of Capraja, held by the French and against which an attack was contemplated.

Shortly before 6.0 on the following morning the ship was found to be on fire, and despite the heroic exertions of the ship's company the fire gained and all efforts to check it were unavailing. Lord Keith watched the doomed ship from the shore and with a few officers who were with him encouraged some shore boats to put off to her assistance. This for the most part they declined to do, as the loaded guns were going off in all directions as the flames reached them. A noticeable exception was a boat of which Lieut. Stewart took charge, this boat dropping under the bows where many of the crew had taken refuge. His gallant conduct induced the boats from an American ship to come to the rescue also. Unfortunately one of her boats was overcrowded and capsized and all in it were drowned.

About 11.0 the ship blew up, all the heavy weights were released and sank, causing an extraordinary spectacle. The hull rose for almost its complete length

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out of the water and floated at a higher level than it did a few moments before. It then turned over and floated bottom up with the copper glistening in the sun.

The fire is said to have been caused by the accidental ignition of some hay, left lying under the half deck, and this tragic event caused the loss of 673 officers and men. Only 20 commissioned and warrant officers and 144 men were saved, several of the former being ashore on duty with Lord Keith, and one, Lieut. Cochrane having been sent to take the *Genereux*, one of Lord Nelson's prizes into port. Amongst those who perished was Captain Todd.

The Second "Queen Charlotte."
(The Third "Excellent.")

The second ship of the name was laid down in 1803 at Deptford, and launched in 1810, it will thus be seen that work on her construction had been in hand for two years at the time of Trafalgar. She was built to the same designs as the previous ship of the name, and the dimensions only varied within the smallest limits, as a comparison with the previous list will show.

Length, gun deck	190ft. ½in.
Breadth	53ft. 5in.
Depth of Hold	22ft. 9in.
Tonnage	2289 tons
Complement	850 men

Her Armament was 108 guns, disposed as follows :

Gun deck	30	32-pounders
Middle deck	30	24-pounders
Upper deck	30	24-pounders
Quarter deck	4	12-pounders
	10	32-pdr. carronades
Forecastle	2	12-pounders
	2	32-pdr. carronades

Her cost may be taken as between £55,000 and £60,000.

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The *Queen Charlotte* was commissioned in February, 1813, her first Captain being Robert Jackson. She shortly afterwards became the Flagship of Rear-Admiral A. P. Malcolm in the Channel Fleet.

In 1814 she was back at Portsmouth and out of commission, and her next employment was in the Mediterranean, as Flagship of Vice-Admiral Sir G. Martin, K.C.B., her Captain being Charles Inglis.

An extract from *The Times*, September 2nd, 1815, gives the following account of a female seaman.

"Amongst the crew of the *Queen Charlotte* 110, recently paid off, it is now discovered was a female African, who has served as a seaman in the Royal Navy for upwards of 11 years, several of which she has been rated *able* on the books of the above ship by the name of William Brown, and has served for some time as the Captain of the fore-top, highly to the satisfaction of the officers. She is a smart well-formed figure, about five feet four inches in height, possessed of considerable strength and great activity. Her features are rather handsome for a black, and she appears to be about 26 years of age. Her share of prize money is said to be considerable, respecting which she has been several times within the last few days at Somerset Place.

"In her manner she exhibits all the traits of a British Tar, and takes grog with her late messmates with the greatest gaiety. She says she is a married woman, and went to sea in consequence of a quarrel with her husband, who, it is said, has entered a caveat against her receiving her prize money. She declares her intention of again entering the service as a volunteer."

In August, 1815 the *Queen Charlotte* was re-commissioned at Portsmouth by Captain Edmund Boger, but nothing eventful took place that year.

For over 20 years the Moorish pirates had been the scourge of the Mediterranean, and though both St. Vincent and Nelson had kept them in check from time to time further outrages had occurred and the state of the Christian prisoners, captured from the

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ships of all Nations and incarcerated at Algiers, was a disgrace to civilised Europe.

Subsequent negotiations regarding them proving in vain, it was decided to send a squadron to bring the Dey of Algiers to reason. Admiral Lord Exmouth was appointed to command this expedition and sailed from Plymouth on July 28th, 1816, with five ships. His flag was in H.M.S. *Queen Charlotte*, now a 100-gun ship, Captain James Brisbane, C.B. *Queen Charlotte* was manned in part by the crew of the 4th *Boyne*, then paid off at Portsmouth.

The Fleet arrived at Gibraltar on August 14th. They found there a Dutch Squadron of six ships, and the Dutch Commander asked to be allowed to join in the contemplated action. On the 16th, they fell in with the *Prometheus* 16, Captain W. B. Dashwood, who reported that part of his crew and the British Consul at Algiers had been detained by the Moors. The *Prometheus* had succeeded in embarking the consul's wife and daughters, disguised as midshipmen.

The following description of the bombardment of Algiers is taken from Captain Charnier's " Ben Brace." The story is told by a quartermaster in the *Queen Charlotte*.

The Bombardment of Algiers, 1816.

" Directly it was known that we were going out to fight, and not to be stuck in Malta or Gibraltar, eating figs and exchanging biscuits for sausages, plenty of the right sort (men who had been half their lives working guns) volunteered. Before the 25th July, on which day we left Portsmouth, five sail of the line, in which were included the *Queen Charlotte* and the *Impregnable*, three frigates of the large sort, and two of the small ones, five gunbriggs, and four bomb-vessels were manned and ready for sea. There was no necessity for the press gang. I never saw men come onboard more determined to have prize-money ; some of them, to be sure, had already been in action on shore,

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and mustered the first Sunday with a dark dab about both eyes, but they left their pay and their prize-money behind them. I'm told that half the Captains and Lieutenants in the Navy volunteered, and that you might have manned a frigate with officers; they couldn't go in only five large ships, unless they went as captains of the guns.

"On the 28th we started from Plymouth and stood down the channel, and from the time when we fished the anchor, until we anchored in Algiers, we had not many hours to look after our clothes-bags. There we were, directly we had swallowed our cocoa, hard at practice with the guns. There was a twelve-pounder cast adrift on the quarter-deck, and a large target slung from the fore-top mast studding boom, and we had to blaze away at that. Of course when the ship rolled the target rolled, and for a week I would have bet my half allowance of grog against a marine's powder belt, that the target was as safe as a man in irons.

"At last Joe Millar hit it. I think he shut his eyes when he fired, but he was patted on the back, and they gave him a glass of grog. When the other first and second captains of guns saw that if they made a hole in the rope yarns it let rum out of a bottle, they began to be more cautious, and before we got to Gibraltar, I wouldn't have swung in the target for all the prize-money of the galleons. I've seen fourteen bottles broke in the course of the morning exercise—and the bottle was the bulls-eye. It was as much as to say, 'Smash me, and the liquor will run out.' Besides this regular noise, we had two days in the week to blaze away powder, and I'm sure that the Dey of Algiers, as they call the great Turk there, must have known exactly how far off we were by the difference of the sound.

"Well after making as much sail as the ships could carry, and after blazing away as much powder as would have served for the Battle of St. Vincent, we came in sight of the rock and dropped our anchors. There were five frigates and a corvette, all Dutchmen,

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under an Admiral Mynheer Cappellan, who joined our squadron ; and those lads talked nothing but schnaps and Turks from the time we anchored until we sailed.

" On the 14th we sailed, Dutchmen in company, and in right good order they were. They did not look so light aloft as we did, and when we came to reef topsails, ours were generally at the mast head before they had got the weather earring out, or a point tied ; but they stuck close to us, and from the exercises they were at, you would have thought old Van Tromp had jumped up again, and was going to work after his old fashion.

" On the 16th the *Prometheus* joined the fleet. She had come straight from Algiers, and although it was not often in men-of-war's boats that any of the men came onboard an Admiral's ship, yet the Midshipman who came with Captain Dashwood just jumped up for a minute and then jumped down in the cockpit, and then up jumps the stroke-oar's man, and we begin to pick his brains for knowledge, and his memory for news.

" Sharp work, lads, we shall have of it," says he, " every blessed morning, noon and night, are the donkeys and the slaves carrying sand to make batteries ; and they walk guns about as easily as we used to carry a coil of rope in Portsmouth dockyard, when the officer of the party, and Whistle, the boatswain, did not like it to be rolled. They know we are coming; they march the men into the batteries every morning, and there you see rammers and sponges turning about like a chap with two swords for a dog-vane. For the last twenty-four hours, we never met a Turk who was not loading his pistols, or looking into the barrels ; and the other day, when we tried to get off the Consul's family, having clapped a midshipman's rigging over their mast-heads, notwithstanding they were rather bluff about the bows (at least the wife and the grown daughter), yet those Turks were so hard at work getting ready for action, that they let them pass the gate, and did not know a woman from a man. I'm blessed if I didn't think that

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if any born creature ought to know a man from a woman, a Turk was the fellow, and yet they looked into their faces and let them pass.

" Our doctor was on shore to rig them out, and it was managed right well. All the corkscrew locks were shoved under the hat, and they looked so like officers, that nobody had got the chair ready to hoist them in. Well, when the Surgeon had got the mother and daughter in breeches, he gives the child, quite an infant, something to set it to sleep. He then claps it in a basket like you would a pig, and covers it up carefully, leaving the poor creature as much air as could come through the grating-work of the basket. Over all he clapped some fruit, and walks down with it towards the boat, whistling 'The Roast Beef of old England' and swinging the basket about like you would a cock to get it to sleep. You know lads, the streets of Algiers are so narrow, that when a donkey with a cargo of sand comes sailing along, you must screw up against the house and make yourself as flat as a pancake or you might lose your storeroom altogether. If seven or eight of them come along, like a flock of wild geese, one after the other, the stopping of the first at the gate, to see what he is laden with, brings all the rest in a heap, and Turk or Christian couldn't get by. Well, it so happened that, what between a heap of donkeys and the beating them, and the slaves who were endeavouring to pass, the Doctor got jammed against the wall by a jackass. He did not care a straw about himself, because he knew he could get his victualling department right when he got onboard, but the basket was another affair, and he kept it under the donkey's belly, swinging it about as much as he could, and whistling the ' Roast Beef ' in sharp notes, whenever the animal gave him a jam, and sent the wind out of him. The Turks were laughing at the Doctor, and spitting at him for a Christian ; but he did not care much about that, and when they found he took it so quietly, they thought they would jam him more tightly against the wall, and make him stick there for a full due. So what does one

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of the Turks do, but out sword and give the donkey a touch on the stern that would have made even a pig forge ahead. Down went neddy's head, and up went his tail, and he began pitching like a ten-gun brig in a head sea, working the Doctor into the wall, when smack came a stick upon his crupper. He forged ahead fast enough then, and his hind legs gave the basket such a jog that the baby awoke, and set up a cry that might have been heard at the Palace.

" They seized the Doctor and child instantly, and I had just time to get down to the boat and shove off with the mother and daughter. They might have found out that they were women, for they piped their eyes and swabbed their faces and called out for the boy and the basket. The devil a word however, did they say about the fruit or the doctor, who by this time, I should think, is about getting back to his own shape again. Well, lads, what do you think the Dey does? He sends for the child, and it was a toss up if he roasted and eat it, or pitched it into the harbour. However, something went right at that time, and he sent the child onboard ; but he has kept the Doctor, the Consul, and everybody else he could find ashore. Lord have mercy upon them all ! I wouldn't be in their shoes for all the shag-tobacco in Virginia."

" On the 26th, we made the land, and then we began to look about us in earnest. The Admiral had made up his mind not to stand shilly-shallying, and sending messages and getting no answers, for Turks are never in a hurry to talk, and when they have to write an answer, they take care to have time enough to mend their pens. We lay almost becalmed, with our heads towards the place ; and as we looked through the haze of the morning, the town appeared larger and the batteries bigger, than perhaps they really were. When I looked round at the squadron going to attack it, I thought that it must be blown out of the water, and that if any of us came down with our arms and limbs, we should be jambed into our right shapes again by a donkey in the gateway.

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"The Admiral was up early, and he sent away a boat with a flag of truce, but he knew well enough he would get a Turk's answer—which means, that the Great Turk would think about it, and that's as much as to say, don't bother us, we want coffee and pipes. Well, I watched the Admiral, for I had seen many of them when going into action. I had a good look at Collingwood at Trafalgar, and he walked the deck as quietly as a marine officer on a Sunday morning when he is in full tog for muster; I saw Nelson at St. Vincent, he was not an Admiral then, but his arms worked about just as much as the stump did afterwards; and I saw Exmouth before and during the battle of Algiers; he seemed more thoughtful than any of them, and well he might be, for there was he with five ships, which were likely to be riddled before they anchored, or which might be so disabled as not to get to the stations which had been chalked out for them. Even if we did get alright, anchor down and sails stopped aloft, who could look at those stone walls, and know how thick they were, and yet feel confident of success? He who commanded us all and gave the order to fire, how could he look on at the double row of iron teeth peeping out bravely from the portholes of the battery and not think that, close as we were to be, not one of them could be fired without carrying some execution along with it?

"The *Severn* had got a slight catspaw of wind and she towed the flag of truce some distance, but the wind deserting her, the boat shoved off, and a long hot pull they had of it. We watched her as she came to a grapnell outside of the Mole, and waited for an answer to the letter, which a Turkish officer had carried on shore.

"The breeze came down about two bells in the forenoon watch, and by the time we had got our pork and pea soup stowed away, we were close to the land, and hove to near enough to see the heads of the Turkish pipes. They were there by the thousands, sitting cross-legged, with a lap full of arms and a mouth full

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of smoke, looking at us just as quietly as if we were some show got up by the Dey for the amusement of his subjects. But we soon altered the show.

"It was a little after four bells p.m., as they write it on the log-board, that we saw the boat returning, and as the Admiral thought before-hand, without any answer. Up goes the signal 'Are You ready' and it was a hard matter to say which ship answered first. The stops seem to break at the same moment, excepting the *Superb*, and the signal-man there was determined not to be last, so he sent his flag aloft without any stop at all. 'Put the helm up, Mr. Gaze,' said the Admiral, and Mr. Gaze who was the Master, called out as quietly as if he was going to wear the ship at sea, 'Up helm, Quartermaster.' 'Ay, Ay, Sir,' said I, and round flew the spokes.

"The sails were trimmed, and each ship steered for her station.

"'Starboard a little, Toprail,' said the Master, 'Starboard it is, sir' said I. 'We must anchor by the stern, Gaze' said the Admiral. 'Certainly my Lord,' said the Master; not looking round a devil a point, but continuing, 'Steady-i-e,' 'Steady it is sir,' said I. The wind was light and we slipped along gently through the water. All hands were at quarters, the sail trimmers stood ready to shorten sail, whilst the men on the lower deck were to attend the cables. 'Shorten sail, Brisbane,' said the Admiral, and everything was clewed up and we went gently to our station. 'Let go the anchor, Gaze,' said his Lordship. 'Hold on for a moment,' said the Master with a louder voice. 'My Lord, we must go a little farther in,' now I think we are about right to rake the Mole head.' Down went the anchor from the stern, and the hawser was run out on to a brig, and the jolly old *Queen Charlotte* lay like a duck on the water, with her starboard broadside ready to light the Turks' pipes. Well, by way of letting them believe their ears as well as their eyes, we waited until we were all stoppered and snug, and then gave them three such hearty cheers as made the

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whole batch of them take their pipes out of their mouths, and they sent the smoke after the mouth-piece as coolly as I should have done at the 'Jolly Sailors.' The Admiral seemed to know what answer we should receive to the cheer, and as he did not want to hurt the smokers, he waved his hat, for he was on the poop, to the Turks, and kept saying, 'Get out of the way, will you? I'm going to fire.' But they looked at him with as much composure as a boatswain mate looks at a man lashed to the gratings, 'Stupid fellows,' said the Admiral, 'will you get out of the way?'. He kept waving his hat with as large a sweep as a chap makes when he is mowing the Governor's grass.

"Just at this time, when the *Leander* was the only ship which had taken up her position besides ourselves, the silence was disturbed by a shot from the Lighthouse Battery, which came smack in amongst us.

"Stand by," said the Admiral. Two or three more followed the first, and as the fight was fairly begun by the Turks he called out, after again waving to the people who were close to the muzzles of the guns, 'Fire!' The whole broadside was blazed at the word, and no man was left on the pier head who had not his pipe out. Close as we were I could distinctly see the effect of our shot. The top of the mole head seemed almost smashed, but the smoke (for all the batteries opened their fire) soon clapped a stopper upon all observations in that quarter.

"The *Superb* was the next ship to us, and she got all snug without much damage. The *Minden* was next to her, and then came the *Albion*, and last of all the *Impregnable*. These four line-of-battleships were with their broadsides to the broadside of the Mole battery; whilst the *Severn* and the *Glasgow* were on our larboard quarter, astern of the *Leander*, which ship was abreast of the fish-market.

"I suppose ever since Trafalgar, there never was such a noise made about a parcel of Turks. We saw them driven into the batteries like a set of donkeys; and no sooner had a whole batch of them been blown

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to Jericho, then in comes a new set to fill their places. In the meantime we were not left to look at them in comfort. The whole contents of the inner part of the harbour seemed determined to have a crack at the Admiral; and once or twice I wished he had walked a little farther away from me. Every now and then we heard the bomb-vessels blazing away, and we saw the shells fall into the town and batteries, exactly as a boy pitches a stone into a hat.

"In the middle of all this smoke and noise, there was Mynher Cappellan coming into action with his frigates, and ranging up to his station, to the southward of the town, in a style which made the Admiral say, 'Well done, Cappellan! Ah! that's a brave nation, and right well do they uphold the character of their country!' The Turks blazed away at them, for now they found out what asses they had been to let us anchor without annoyance, but Mynheer and his broad-sterned crew took it all in good part until they anchored, and then they set to work to clear off the score, and never yet did they stand to their guns better and act more coolly than they did at Algiers.

"The Dutch Admiral brought up astern of the *Glasgow*, and his squadron anchored astern of him. But of all the gallant sights that I ever saw, I never saw anything to beat the courage and the coolness of Wise in the *Granicus*. The *Hebrus* and she were left to fill up any opening which might be made by some ship being unable, from the lightness of the wind, to reach her situation; and there he remained out of fire, until he saw all the horses in their proper stables and now he was to do just as he liked. Well, he never looked anywhere else, but smack in the hottest of the fire. He was not going to tail an end with the Dutchmen, or get half out of range by boxing about the bomb vessels, so he drops his courses, sets his top-gallant-sails, and steers smack for the Admiral's flag, which he saw above the smoke, for he knew we were the closest in, and had got the warmest berth. He shortened sail all at once, ranges up between the *Queen Charlotte* and

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the *Superb*, and sets to work to make himself equal to a line-of-battleship, by blazing away faster than any ship in the fleet.

"We soon finished the Mole-head battery, and sprang the ship round to touch up the Lighthouse battery. Those gentlemen had got it all their own way, for unless some stray shot from the *Impregnable*, or a shell or two from the bomb, gave them something to think about they were amusing themselves with pelting away at us, as if we had been struck in a pillory. We paid them off, however, and set them dancing about like a set of fellows at Portsdown fair. They never saw heads unshipped as we unshipped them. In half an hour the bottle-hitting had come into use, as they had not a gun left to blaze away at us.

"Although from this time our share of the shot was but sparingly served out to us, yet the other ships were upon their full allowance, and the *Impregnable* got more than she wanted. She was, from her station, the last of the line-of-battleships which came into action, and she took up her station in as pretty a fire as ever whistled around any ship. I've heard say, that by some accident she was exposed to a raking fire and that her loss was the greatest during the time she endeavoured to get her broadside to the battery: But well did she repay the Turks when the opportunity offered. It was requisite, however, if possible, to get some other ship to take a little of the fire from her, and the *Glasgow* tried to stand her friend; but the wind had lulled altogether, and she could not reach the *Impregnable*. There we all were, becalmed, close under the batteries, the powder growing short, and the men getting tired; whilst the Turks (for they had forty thousand soldiers in the place) had always a fresh supply of hands, who, although they were driven into the batteries, fought like devils when they were there; for they had no chance of escape but through their own exertions.

"The shot was like hail, occasionally, yet in the *Queen Charlotte* we had very few killed or wounded.

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We had knocked the batteries to atoms, and now the Admiral was for burning the fleet, or rather one or two ships which belonged to the Dey; and which he, as he did not know the difference between a fleet or a squadron (and how should he?) called by the name of a fleet. They were burnt by Mr. Richards from our barge and we only lost two men in doing so. But a Mr. Pocock from the *Hebrus*, a gentleman who had been under Sir Peter Parker in the *Menelaus* in America, and who was a regular devil-me-care man as far as shot and shell were concerned, pushed alongside in a rocket-boat; the Turk's made a desperate attack upon him, and he and nine of his crew were killed in a minute. The boat came out with only three men left in it, and these three were half inclined to try it again, but we were devilish glad there was no occasion for her going back. The whole batch of the Turks were burning, and one drifted out so near us that I thought my whiskers were a-fire. Well, I need scarcely tell you, that the business was settled to a certainty, the ships were destroyed, the batteries beaten, and the town shaken, but when night closed in, there we remained, without a breath of wind to blow us clear of the harbour. If the calm had continued, considering the magazines on board the different ships were getting so empty that the purser's stewards might have turned them into candle-boxes without any fear of their blowing up, I'm thinking that we might have carried sand, as well as donkeys, to repair our own work! When the sun went down and it began to be dark, I can't say that I felt so easy as I could have wished. I thought I should have been a slave, for I could not shut my eyes to the danger.

"The Admiral had been wounded and had gone below; when his crew saw that the wound was not serious, they gave three cheers. We had already swung the ships' head round to seaward, but by two bells the devil of a flaw of wind had come towards us. The flag at the mast-head was hanging upright and downright like a jackass's foreleg; and although I kept my eyes aloft like a Methody parson at prayers, yet I could not

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Medals commemorating events referred to in this book

1—Earl Howe, Glorious 1st of June, 1794
2—Bombardment of Algiers, 1816
3—Battle of St. Vincent, February 14th, 1797
4—H.M.S. "Sandwich," Admiral Rodney's Flagship, 1780

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see it move. We ran out hawsers and got boats to tow, and about four bells a light air springing up from the land, we dropped our canvas, and were standing out. Although we had given up firing, the Turks had not. The batteries along the mole could only find work for the stonemasons; but one or two forts over the town, and which if we had blazed at until now we never could have struck, continued to play upon us. The hawsers were cut and the tow-rope smashed, but as we had just steerage way from the breeze, it did not much signify.

"The Dey had had quite enough of that day, and, although he might have known that powder could not last for ever, unless they could get the saltpetre out of salt-water (and you know going to sea they hoist the blue peter), yet he was such an ass as to come to the terms we sent in by the flag of truce; whereas had he sent back his compliments to know if he could assist the Admiral in repairing his ships for him to sail back again, not all the Exmouths, or Collingwoods, or Nelsons, that ever commanded a fleet could have forced him to beg pardon for his impudence. We couldn't have returned to the fight. I tell you some of the ships had already taken some of the powder out of the brigs, and the batteries on the hills, which had never heard the whiz of a shot or the burst of a shell, might have fired away at us until another fleet came from Spithead.

"It was a great action! a noble action! a daring action! but it was a lucky action, and as they say fortune favours the brave, so it favoured the Admiral."

There was now no further disposition to resist, and in the end, 1083 Christian slaves were set free, a promise made to discontinue slavery, a sum of 382,500 dollars paid as ransom by Naples and Sardinia was restored, and indemnity of 3,000 dollars and an apology was tendered to the British Consul, and peace made with the Netherlands. It will thus be seen that firm action was productive of definite and lasting results.

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The losses on the enemy's side must have been enormous, being placed as high as 7,000, while on the British side they were heavy, totalling 128 killed and 690 wounded. The *Queen Charlotte's* figures were 8 killed and 131 wounded ; the heaviest individual loss of any ship was in the *Impregnable*, flagship of Rear-Admiral David Milne, Captain E. Brace, C.B., which had 50 killed and 160 wounded. No officers of the *Queen Charlotte* were killed, but Lieutenants G. M. King and J. S. Jago were wounded. The Admiral received a charge of grape in the tail of his coat, which made him look like a cock sparrow with his tail shot off. The general impression on board was that he had been wounded.

After Algiers, the *Queen Charlotte* returned to England and became a private ship, Captain Edmund Roger being appointed to command her on the 7th October, 1816.

It may be of interest to mention that during the War with the United States, 1812-1815, a ship named *Queen Charlotte*, carrying 16 guns, was one of a small squadron of six ships employed on Lake Ontario. These ships did not form part of the regular Royal Navy but were manned by Canadians, and were in effect a sort of water Militia.

The *Queen Charlotte* remained at Portsmouth for some time, her station being given as " Spithead," and she appears to have had her armament increased from 100 to 108 guns.

On May 15th, 1818, Captain Thomas Briggs was appointed to command her, remaining until Captain John B. Hay succeeded him on the 8th February, 1821.

The *Queen Charlotte* was now laid up at Portsmouth for many years, having four guns removed and becoming a 104-gun ship in 1835.

After nearly forty years inactivity she again resumed an active career, being commissioned on March 1st, 1859 by Captain Henry Harvey as Flagship of Vice-Admiral Edward Harvey, Commander-in-Chief at the Nore, and stationed at Sheerness.

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She remained on this service until the end of the year, when the flag was transferred to the *Monarch* 84, together with the Admiral's Staff, the Captain and some of the officers.

In the Navy List for January, 1850, the *Queen Charlotte* is shown as out of commission at Portsmouth. Captain Richard S. Hewlett was appointed to the *Excellent* on December 31st, 1859, so the replacement of the *Excellent* (late *Boyne*) by the *Queen Charlotte* probably took place on this date also. All the officers borne in the *Excellent* in the Navy List for April, 1860 were appointed on December 31st, 1859, or on dates in January and February, 1860. The name *Queen Charlotte* does not appear in the Navy List after January, 1860.

The *Excellent* (late *Boyne*) was broken up in the following year.

The *Queen Charlotte*, now *Excellent*, remained as the Gunnery School Ship at Portsmouth until May, 1891, when the Establishment was finally transferred ashore to the newly formed Whale Island, the Commanding Officer at the time being Captain C. E. Domville.

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CHAPTER XI.

WHALE ISLAND OF TO-DAY.

Its Traditions and Associations.

His Majesty The King.

HIS Royal Highness Prince George of Wales (now His Majesty King George V) was borne on the books of H.M.S. *Excellent* for various courses of instruction—

From August 19th, 1884, to October, 1885, as a Sub-Lieutenant.

From May 4th, 1889, to July 17th, 1889, and

From February 10th, 1890, to March 18th, 1890, as a Lieutenant.

The King's Gunnery Note Book, containing the Sub-Lieutenants Theory Lectures, written by himself and dated 1885, was presented to the Island in 1919.

Viscount Jellicoe of Scapa, G.C.B., O.M., G.C.V.O., LL.D.

Admiral of the Fleet.

The association of this great Admiral with H.M.S. *Excellent* began in 1882 when he qualified in gunnery and served on the junior staff.

After serving two commissions at sea in H.M. ships *Monarch* and *Colossus*, Lieutenant Jellicoe returned to the School in December, 1886 to take charge of the Experimental Section. A caricature of his long course hangs in the hall and depicts the future Admiral of the Fleet playing a vigorous game of football.

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In May, 1888 he joined the senior staff and in February, 1890 he was appointed Assistant to the D.N.O. at the Admiralty. He was promoted to Commander on 30th June, 1891, the year that the Gunnery School was transferred to Whale Island, but retained the same appointment until February, 1892.

As a Commander, he served in H.M. Ships *Sans Pareil, Victoria* and *Ramillies.* As a Captain he commanded H.M.S. *Centurion,* 1898-1901, he was Assistant to the Controller between 1901 and 1903, he commanded H.M.S. *Drake* in 1903 and 1904, after which he became Director of Naval Ordnance and Torpedoes at a critical period in the development of Naval Gunnery.

Jellicoe was promoted to Rear-Admiral on the 8th February, 1907 and in August he hoisted his flag in H.M.S. *Albemarle,* Atlantic Fleet. In December, 1910 he became Third Sea Lord and Controller, again at an important period in the material development of the Navy. He was promoted to Vice-Admiral on 18th September, 1911.

Vice-Admiral Jellicoe flew his flag in H.M. Ships *Prince of Wales* and *Hercules,* commanding the Second Squadron of the Atlantic Fleet. On the 9th December, 1912 he became Second Sea Lord, where he remained until the outbreak of the war, when he hoisted his flag in H.M.S. *Iron Duke* as the Commander-in-Chief of the Grand Fleet.

Jellicoe was promoted to Admiral on 15th March, 1915. He fought the battle of Jutland on 31st May, 1916. On 27th November, 1916 he went to the Admiralty as First Sea Lord, where he devoted his particular talents to the successful prosecution of the anti-submarine campaign. His promotion to Admiral of the Fleet in April, 1919 coincided with his appointment as Governor General and Commander-in-Chief, New Zealand.

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"Si Vis Pacem Para Bellum."

"Qui desiderat pacem praeparet bellum," commonly quoted as "Si Vis Pacem Para Bellum" (from F. Vegitius Renatus Prol. 3, military writer, A.D. 386 approximately).

This has been the official motto of H.M.S. *Excellent* since 1830, and it would be difficult to find a more suitable one for a Gunnery School in spite of the fact that witty officers have sometimes translated it to mean: "If you want to be good, be naughty.' Another "unofficial" motto of the Island is, or used to be: "Attitude and attention is the art of gunnery, and whiskers makes the man."

Saint Barbara.

A silver statuette of St. Barbara, the patron saint of artillerists, was presented to the Ward Room Officers' Mess in 1904.

St. Barbara suffered martyrdom at Nicomedia in Bithynea in 240 or 306. Her father, Dioscorus, a fanatical heathen, delivered her up to the Governor, Martianus, who, struck with her beauty and intelligence, attempted first by arguments to make her relinquish Christianity, and, when that failed, had resource to the most exquisite tortures. At last her father offered himself to behead her; scarce had he done so when he was slain by a thunderbolt from heaven. Doubtless it is due to the timely accuracy of this celestial projectile, that St. Barbara has always been acclaimed as the Patron Saint of those who hope to find their target with the first salvo.

Her Festival is the 4th of December.

"Excellent's" Pendant.

1832 to 1880, hoisted in *Excellent*.

In 1891, hoisted in *Handy*.

Finally shifted to Whale Island.

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H.M.S. "Excellent's" Motto

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Visits of Celebrities to Whale Island.

1884.—Members of Parliament.
1885.—H.R.H. Prince of Wales and William II, German Emperor.
King of Portugal.
1892. Kaiser Wilhelm II., accompanied by H.R.H. the Prince of Wales.
1898.—T.R.H. the Duke and Duchess of York (Tree planted in Rose Garden).
1904.—His Majesty the King.
1907.—Colonial Premiers.
1907.—Prince Fushimi.
1909.—Inspection of Whale Island by Board of Admiralty.
1910.—The King and Queen, Princess Mary, and Prince George.
1911.—Count Togo.
1913.—Board of Admiralty.
1915.—His Majesty the King.
1917.—His Majesty the King.
1918.—The Duke of Connaught.
1919.—Mr. Daniels, U.S. Secretary for the Navy, and Mrs. Daniels.
1927.—Prince Ri, of Japan.
1929.—Lord Commissioners of the Admiralty.

Commissioned and Warrant Officers' Mess.

No History of Whale Island would be complete without a description of the Warrant Officers' Mess.

This Mess was formed on the Island on the transfer from the old *Excellent* in the Creek, in April, 1890. A small portion of what is now the C.P.O.'s Mess was utilised for the purpose *pro tem.* About thirty-five Officers were in the Mess, and had to take their meals in relays owing to the limited space available. Naturally the whole arrangement was very primitive, and comforts were few and far between.

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In 1891 a move was made to the north end of the quarter-deck buildings, two rooms being allocated to form a mess, one (the present billiard room) for dining, and another smaller one for a billiard room. The latter idea, however, received a check, as a place was required for the Sub-Lieutenants to lunch in; so the billiard table had to be "shaken" and the room made into a dining room for these officers until the east end of the officers' block was ready for use.

Many additions have since been made to the Mess, including a large dining room and an ante-room, while the kitchen and domestics quarters were greatly improved in 1907. There are 39 cabins for the use of Officers.

The room now used as a billiard room was formerly the Ward Room Mess. In this room there is an excellent painting of Whale Island by Mr. W. B. Fuller, who was a former president of the Mess.

In the ante-room is a small library with some valuable books and a number of very interesting trophies and curios presented by various officers. Among the many pictures is one of H.R.H. the Prince of Wales, presented by His Royal Highness, and an oil painting of Mr. A. Lambert recovering £70,000 bullion from the wreck of ss. *Alfonso VII*, presented by W. A. O'Gorman, C.E.

A museum of very rare curios is in the ante-room, presented by an officer of the mess, who obtained the collection during his travels in Australasian and other seas. One of the most rare articles is a Kava Bowl from the South Sea Islands, used by the South Sea Islanders for fermenting their Kava, a kind of beer prepared from the root of the "*Macropiper Methysticum.*" Another interesting relic is the left leg of a mummy, reputed to be that of Rameses III. It is in a state of wonderful preservation, showing quite plainly the deformation caused by the gripping of the sandal between the big toe and the next. The imprint on the skin caused by the texture of the embalming material is clearly visible.

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In the Mess Room is some fine old furniture from the old *Excellent*, including a very fine mahogany coffer. A model of a full-rigged two-decker, made out of *bones* more than a century ago by a French prisoner of war at Chatham, is another much valued presentation.

In the hall are to be seen three fine turtles' shells on which are engraved the names of all past and present Captains and Commanders of H.M.S. *Excellent* and the Presidents of the Mess.

The Warrant Officers' Mess has always been to the fore in rifle shooting and sports of all kinds. Many past and present members are of course famous shots, and the success of the *Excellent's* rifle and revolver teams is largely due to this.

Chief Petty Officers' Mess.

The Chief Petty Officers' Mess occupies the south wing of the Lecture Room block. Originally, in 1872, the C.P.O.'s and Staff Instructors' Mess was a combined one, and was situated in the after part of the lower deck of the old *Excellent* (starboard side).

In 1877, owing to the increase of the staff, a new Mess was built, taking in the whole of the after part of the lower deck of the *Calcutta*, with a large pantry and smoking room each side.

In the latter part of the year 1889, some of the Instructors began to live on the Island in a small portion of the lecture room block (*see plate XXI*), and in 1891 all Instructors left the old ship and came up to the Island. Two separate Messes were formed, one at the south end of the lecture room block, called the Chief Petty Officers' Mess, and the other the Staff Instructors' Mess in A 2 room. In 1892 the Chief Armourers joined.

In 1905 the Mess was much enlarged by the absorption of the Resident Gunner's House, and also by a slight extension to the eastward.

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On the institution of the Ordnance Artificers branch in 1919 all the O.A.'s joined the Mess. In 1923 those below O.A. 2nd class were messed separately, and in 1926 all the O.A.'s left and formed a separate Mess of their own. In 1930 the O.A.'s Mess was moved to H block.

P.O. Staff Instructors' Mess.

The Mess was started in 1832 in the old *Excellent* (*Queen Charlotte*), and consisted of about twelve members, all Staff Instructors being messed together. On the removal of the Gunnery School to Whale Island in 1889 the Instructors were berthed in the small cabins in the blocks to look after the adjoining room, windows being placed to facilitate this. These rooms are now used by the C.P.O.'s. A room in what is now the C.P.O.'s Mess was used as a Mess-room. In 1890 the Chief and 1st class Petty Officers separated; the 1st class P.O.'s numbered about 20, and were accommodated in A 2 room.

With the growth of the establishment the number of Staff Instructors increased, and in May, 1902, it was found necessary to accommodate the Petty Officer Staff Instructors in two rooms, A 3 and A 4 being selected. The three Staff Armourers, Painter, and Plumber were included to bring the number up to 60.

In 1893 it was resolved that the President of the Mess should be elected by the members, irrespective of seniority. Of recent years the Mess has undergone considerable improvements, a piano, library, etc., being added, and the dining room made more comfortable.

A feature of the Mess has always been that all P.O.s who have been enrolled as members are considered as members as long as they are P.O.'s on the active list. In addition there is a roll of honorary members elected from those who by their rank, promotion, or leaving the Service, are not eligible for membership, but have rendered good services to the mess.

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In the early days of the war the Mess was in danger of being closed for a time, as practically all the members were drafted away. Some of these were sent to Belgian armoured trains, others to armed merchant cruisers, and a few to the old men-of-war which were commissioned at that time. However, the Mess was saved, and was kept going in much the same way as in peace time by the arrival of old retired Staff Instructors who, on being mobilised, found their way back to their old jobs.

Quite a large number of interesting war relics from different parts of the world have been brought back by members and presented to the Mess. In June, 1918, these relics were collected together, and they now form a very good museum. This has been placed at one end of the dining room above the library.

P.O. Evans, who was one of the party under Captain R. F. Scott, R.N., to reach the South Pole in 1911, was a former Staff Instructor on the Island. The story of his death is briefly given in Captain Scott's diary : " Edgar Evans received concussion of the brain ; he died a natural death, but left us a shaken party with the season unduly advanced." His photograph hangs in a place of honour in the mess.

In 1917 the Commander Llewellyn Prize was founded in memory of the late Commander R. H. Llewellyn, R.N., who was killed whilst serving as Gunnery Officer on board H.M.S. *Queen Mary*. The deed of gift states that " The dividends arising from the sum of money presented by his father, mother, and sisters will be employed in providing the prize, to be called the Commander Llewellyn Prize, which will be awarded either quarterly or half-yearly, at the discretion of the Captain of the *Excellent*, to the seaman who, when qualifying for Gunner's Mate in *Excellent* passes the best examination (excluding the school course) during the given period."

The record is kept on a board in the West upper lobby of the Canteen, and also in an album in the Petty Officers Staff Gunners Mates' Mess.

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Members of the Mess have always figured prominently in the games and sports of the Island. In addition to winning many of the shooting competitions they have frequently held both the football and cricket challenge cups.

Cadet Corps.

In 1906 H.M.S. *Excellent* Cadet Corps was inaugurated.

The Corps is composed of the sons of the Warrant Officers, Petty Officers, and Men of H.M.S. *Excellent*, past and present, and is open to all such boys between the ages of 9 and 15.

The first Company was enrolled in July, 1906, and consisted of 25 boys.

The expenses are defrayed by subscriptions from the Officers and Canteen, and by the boys' parents, the chief expense being to fit the boys out with suitable uniforms, the cost being about £1 per boy.

Instruction is given three nights a week by the Staff Instructors of the *Excellent*, who give their services voluntarily, the instructions including, among others, elementary principles of Gunnery and Field Training, Seamanship, and Gymnastics. The Cadet Corps goes into Camp annually.

The Commander of the Corps is the Commander of the *Excellent*, and he is assisted by Staff and Warrant Officers.

A second Company was enrolled in 1907, bringing the total strength of the Corps up to 50.

Since then the Corps has continued to grow, and now its numbers are 100.

In 1908 Lady Fanshawe presented a medal for the best Cadet of the year. The medal is worn by the winner for one year, and he is then presented with a small duplicate which is his own property.

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In 1909 a silk Ensign and staff was presented to the Corps by Miss Tupper.

Commander "G" presents a prize annually to the Cadet who has shown most proficiency in Gunnery subjects.

In May, 1914, eighteen Cadets of the Corps took part in the Royal Naval and Military Tournament at Olympia. They danced the "hornpipe," and were always given a hearty reception. Whilst in London they were quartered at Chelsea Barracks.

In June, 1919, the Cadet Corps again danced a "hornpipe" at Olympia. They were quartered this year at the Wellington Barracks.

In June, 1914, teams took part in the Imperial Challenge Shield Competition, in which 805 teams competed. 1st team was placed 2nd; and 2nd team, 35th.

The combined hornpipe boys of H.M.S. *Victory* and H.M.S. *Excellent* are taking part in the *Excellent* Centenary Tattoo.

Whale Island Memorials.

Memorials have been placed in the four permanent Messes on the Island.

In the hall of Officers' quarters—to 31 Gunnery Officers.

In the Warrant Officers' mess—to 45 Gunners.

In the Chief Petty Officers' mess—to 35 C.P.O's.

In the Staff Gunners Mates' mess—to 23 P.O.'s.

The Permanent Memorial consists of Church furniture, and was completed at the end of 1919. The oak altar and reredos, and the teak platform were made in the Island. Four brass plates are mounted in the

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reredos, and contain the names of the officers and men who lost their lives in the war. The lectern was presented by the officers and men of the *Excellent*. The remainder of the Church furniture was either presented by relatives of officers, or purchased out of the funds subscribed by them.

The Whale Island Band.

For an establishment dealing largely with the ceremonial training of officers and men, the Band is an important institution. The dignity and prestige of so large an Officers' Mess also requires a band, and it was this latter consideration, which led to its inception. The ceremonial Band was granted to H.M.S. *Excellent* by the Lords Commissioners of the Admiralty after their inspection of the Island in June, 1895, and permission was given to enlist bandsmen from the shore.

This semi-official nature of the band was the usual practice at that time, but it involved a considerable cost to the mess funds. The men were entered on the non-continuous system and were never drafted to sea. This added considerably to their efficiency as musicians, but their pay was so small that it was necessary to augment it privately. The original outfit of instruments cost £350 and the provision of replacements and new music added to the bill.

The Royal Naval School of Music was started in 1903 and has continued ever since. The School is administered by the Royal Marines, but the men are recruited separately as Musicians.

In 1904 the Bandmaster and the active-service members of the Band were absorbed into this new branch of the Service. On the whole the Band retained its permanent nature, the men were seldom drafted to sea. Private pay to the Band ceased in 1911.

On the outbreak of war, the whole Band was sent to sea in H.M.S. *Bulwark*, and all were lost when the ship blew up at Sheerness in November, 1914. The

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Island was left without a Band for the remainder of the war, except on occasions when the bands of ships undergoing long refits were accommodated there.

The question of a permanent Band was raised soon after the Armistice, and in February, 1919 a band from the R.N. School of Music was drafted to the Island. As a result of the recommendations of the Jerram Committee, it was laid down that the band was no longer to be a permanent institution, but was to be "re-commissioned" every two years. It was considered that a man should serve alternately in a shore establishment and at sea. The appointment to a shore establishment, with its extra privileges as regards leave and private pay, is looked upon as a respite after service abroad.

An attempt was made at the same time to increase the number of band ranks from seventeen to twenty-four, but the point was not conceded on the grounds of economy.

In addition to their duties as bandsmen, the whole of the R.M. Band personnel are trained to operate fire control instruments, in order that they may take a part in the fighting organisation of a ship. Before each ship is commissioned, the newly-formed band is sent to Whale Island to be trained in their duties. This means that every musician in the service has had some connection with the gunnery school.

The official march of H.M.S. *Excellent* is BRAGANZA, the regimental march of the Queen's Royal Regiment. The connection with the Queen's Regiment and the official presentation of their march on 24th July, 1924, has been described elsewhere. The old comradeship is to be renewed this year (1930), when the Bands and Drums of the Queen's take a part in the Centenary Tattoo. The massed bands on this occasion will comprise a total of 160 instrumentalists, including the divisional band from Eastney and the band from the School of Music.

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The first Bandmaster at Whale Island was Mr. Fricker, who was Chief Bandmaster of H.M.S. *St. Vincent* and had previously been Chief Bandmaster of the 3rd Hussars. The list of Bandmasters is given below :

Mr. Fricker	...	1895—1898
Mr. Windram	...	1898—1911
Mr. Sparrow	...	1911—1913
Mr. Schofield	...	1913—1914
Mr. Jones	...	1919—1921
Mr. Osman	...	1921—1923
Mr. Snook	...	1923—1925
Mr. Fleming	...	1925—1927
Mr. Donne	...	1927—1929
Mr. Rosewell	...	1929—

The Welsh Regiment.

The 69th Regiment, which is mentioned on page 179 as having taken a part in the Battle of St. Vincent, was known at that time as the 69th South Lincolnshire Regiment. Originally raised in 1756 as " Colville's Foot," this battalion was amalgamated with the 41st Foot in 1881 to form the Welsh Regiment.

A dinner was held on board H.M.S. *Excellent* about that time to celebrate the battle, where H.M. ships *Excellent* and *Captain* fought side by side. The menu was inscribed :—

South Lincolnshire Regiment LXIX.

Battle of St. Vincent 1797.

A Brief History of the Canteen.

The Canteen was first established about the year 1872, in the after part of the lower deck of H.M.S. *Excellent*. The " Wet " Canteen was run entirely by

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the Ship's Company, but the "Dry" Canteen was let out under contract to pensioned Chief Petty Officer George Gundry. In 1883 the Ship's Company decided to take entire control of the Canteen, both "Wet" and "Dry," and Ex-Sergt.-Major Bacon, R.M.L.I., was appointed Manager. The turnover of the Canteen was then £6,200 per annum.

In 1889 an iron structure was erected on the lower parade, and a Canteen opened there. The present Canteen was then under construction. In 1890, upon the Ship's Company being transferred entirely to Whale Island, the present premises were taken over, Mr. Bacon being retained as Manager. The Canteen on the lower parade was then found to be very handy for Classes under instruction on the Parade, and was opened at "Stand Easy" for refreshments.

On August 13th, 1898 Chief Petty Officer George Wroe, then completing time for pension, was appointed Manager. He had been granted special permission to continue serving until he attained the age of 50. Up to that time the business of the Canteen had not increased to any appreciable extent.

On October 1st, 1907, new victualling regulations came into force, under which certain classes of provisions, such as bread and potatoes, previously supplied exclusively by the Canteen, were issued as standard rations by the Paymaster. Despite this fact, the turnover of the Canteen continued to increase, from £13,800 in 1907, to £14,600 in 1909.

From that date until 1914 canteen affairs continued to take a normal and flourishing course. The outbreak of war in August, 1914, brought an enormous increase of business, as is shown by the following figures, which represent gross takings:—

1913 ...£14,800 1914 ...£16,877 1915 ...£20,560
1916 ...£25,250 1917 ...£28,450 1918 ...£34,450.

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The difficulties encountered during the war period were many and great. The situation created by the ever-increasing shortage of supplies which culminated in the rationing of the whole community in February, 1918, was a very difficult one. However, thanks to the loyal co-operation of the Canteen Committee and the Ship's Company, considerable success was achieved, as is shown by the turnover for 1918, which constitutes a record.

It may be of interest to state that the nett profits for 1918 were disposed of as follows :—

Returned to messes as cash dividend	...	£3,621
Donations, Subscriptions, etc. ...	...	£1,535

In the early part of the year 1917 the whole of the Naval and Military Canteens, then being run on the Tenant System, were taken over by the Navy and Army Canteen Board. It was also proposed to take over the *Excellent* Canteen. The Ship's Company were so strongly opposed to such a course, however, that a petition was forwarded to the Admiralty submitting that the Canteen should be allowed to remain outside the jurisdiction of the Navy and Army Canteen Board, owing to the satisfactory manner in which it was being conducted. This request received favourable consideration, and was approved in a letter from the Admiralty, dated June 26th, 1917.

In 1929 the Admiralty ordered the Canteen to be taken over by the N.A.A.F.I. At the same time the general messing system was introduced for all messes. These changes have resulted in bringing about a great reduction in the turnover and profits of the Canteen.

The Canteen is a spacious building, comprising in addition to the provision departments, an adequate beer cellar, a Petty Officers' bar and billiard room, a Seamen's bar and billiard room, and a Petty Officers' and a Seamen's reading and recreation room. The

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1

1 2



2

Medallic Gunnery in the Great War

1—English commemorative Medal of Jutland

2—German commemorative Medal of Jutland

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Petty Officers' billiard room contains two, and the Seamen's billiard room six full-sized billiard tables. A wireless set is installed and loud speakers are fitted in the Petty Officers' bar, Seamen's bar, and the Seamen's billiard room. The lower canteen is used for entertainments, cinema shows and a boxing ring.

The walls of the Canteen are adorned by a wealth of interesting photographs, amongst which shooting teams, of course, take pride of place. There are also pictorial records of men who have from time to time upheld the prestige of the *Excellent* in all other branches of sport. The inspiring letter, dated May 9th, 1910, which H.M. King George V addressed to the Navy upon his Accession, occupies a prominent position. An object of more than usual interest is a magnificent bronze wreath, suitably mounted, presented by a " Committee of Italians, on behalf of their fellow citizens, to the Government of H.M. Queen Victoria, as a tribute of grateful admiration of courage and self-sacrifice displayed by Officers and Men of the Channel Squadron on the occasion of the sinking of ss. *Utopia*, with Italian emigrants on board, in Gibraltar Bay, 17th March, 1891."

Another object worthy of close attention is the Memorial Tablet of Captain Scott's ill-fated expedition The poignant document, containing extracts from Captain Scott's diary and his last message to the nation, was written after he and his gallant comrades had abandoned all hope of rescue.

Vegetation on the Island.

The afforestation of the Island is a subject to which much care and thought has been given. The soil of Whale Island is largely composed of clay and mud dug from the Dockyard, with a generous allowance of old bricks, coal dust, etc., and consequently is not ideal for vegetation. The enemy of vegetation, however, is

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more the wind than the soil. Trees flourish wherever there is shelter, but in exposed parts of the Island the prevailing S.W. wind, which is felt in its full force, makes it most difficult for young trees and shrubs to establish themselves, unless well protected when first planted.

The first serious effort to plant trees was made in 1886. These consisted of Canadian and black poplar, and were purchased by the Works Department and by private funds. Others were given by the "Marlborough" Recreation Ground.

In 1891 an expert from Kew Gardens visited the Island to give advice as to the shrubs, etc., that would stand the cutting wind and the damp sea air. Many of the shrubs at the south end of the West Battery were purchased and planted there on his recommendation with a view to sheltering the upper parade.

In 1892 about two hundred firs were purchased from a nurseryman near Fareham. They were tied up in bundles with bands of withes. When taken off the withes were straightened out, cut into lengths, and stuck into the ground to shelter the garden nursery, east of the coal pound. These withes quickly took root, and in a few years were several feet high. All willows grow readily on the Island, a notable example being one grown from a willow cutting brought from Napoleon's grave at St. Helena.

Some of the trees which are now flourishing were grown from the cuttings which, until recent years, were always planted in the tree nursery to the N.E. of the West Battery.

The shrubbery on the south side of the lawn was planted in 1906 and 1907, and also the ilexes in front of the Officers' quarters.

The rose garden was laid out in its present form in December, 1906. Originally poplar and yew hedges were planted to enclose and shelter the garden, but

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they did not prove a success. They have gradually been replaced by euonymus hedges, which are undoubtedly the best kind of hedge for the Island.

Just before the outbreak of war Commander Backhouse, R.N., planted a great number of shrubs and trees in different parts of the Island. The line of trees (sycamore and elm) on the road to the pier head, the firs and shrubs (presented by J. Carpenter Garnier, Esq.) between the main road and the chicken pens, the plantation by the bridge guard house, the flower garden north of the drill shed, and the ornamental shrubs on the west side of the lawn were all planted at this time under his directions.

In 1916 it was found necessary to clear the ground on the north side of the Island, and the firs, gorse, and palm, which were growing there in some profusion, were removed.

Since 1892 potatoes and other vegetables have been grown in the different gardens. During the war every available piece of suitable ground was put under cultivation, and very profitable crops were obtained.

Whale Island Horses.

In the early days transport to and from the Island always presented a certain amount of difficulty. This was eventually overcome by the generosity of Officers' friends, who presented a few horses to the establishment. The horses were all given on the understanding that they were to be shot in a few years when too old to work, but the Island air and the light work enabled them to do many years of good service. In 1907 the Admiralty approved of three horses being bought for the sum of £135.

In 1896 the old stables were demolished. They were in a building originally erected as a cook-house on the site of the present Sub-Lieutenants' block.

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LIST OF HORSES.

	Given by	Age	
Nellie	Mrs. Jacomb, 1891 (Ridden by Commander C. H. Bayly in Jubilee Procession at Portsmouth in 1897)	23	Died, 1898
Prince	Mrs. McCarthy	18	Shot, 1908
Dick	Lady Sinclair	25	Shot, 1907
Winchester	Mrs. Long	26	Shot, 1907
Cephas I.	Capt. Learmouth	34	Shot, 1908
Captain	Bought	—	Sold, 1907
1st Mate	R. L. Learmouth, Esq.	17	Shot
Kate	Bought, 1907	17	Died
Captain	Bought, 1907	18	Shot
Cephas II.	Bought, 1907	—	Sold
Royal	H. R. Crooke, Esq. 1917	—	Died in harness in Portsmouth 1918
Strawberry	Capt. C. C. Fowler, R.N.	23	Died
Tommy	Bought, 1924	12	Still here
Mary	Bought, 1930	9	Still here

Animals, Pets, etc.

RABBITS.

In December, 1877, Commander Oxley sent twenty-five couples of rabbits adrift on the Island, and, in spite of skirmishing parties and being hunted down occasionally during the dinner-hours they rapidly increased in numbers. In 1884, when the ground was being prepared for the West battery and Lecture Room block, they were practically wiped out. In 1888 a few were seen, and in 1889 the last one emerged from a hole in the west bank at the back of the Battery and was captured by a Gunnery Instructor.

In 1918 twelve rabbits were presented to the Ward Room Mess by the Long Course Officers. They were for breeding purposes, and were meant to supplement the meagre war rations then in force. They were kept in the fowl-pens, but did not prove a success.

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Pheasants.

The first pheasantry was built in 1893, and pheasants have always been kept on the Island since that date, although there has been continual trouble on account of the rats.

Their first home was in the centre of the plot south of the C.P.O.'s Mess (the present rose garden). They were moved in 1900 to the south-west corner of this plot, and in 1905 to the shrubbery at the south end of the West Battery. This was found to be less suitable than ever, so in 1907 the existing pheasantry was begun, and laid with a concrete floor (with a plentiful supply of bricks and glass), into which small meshed wire netting was fixed. This has been successful in keeping away rats.

Foxhound Puppies.

Before the war it was the custom to walk foxhound puppies on the Island—a very good place for them, because they are kept away from other dogs and can roam all over the Island. The first pair were "Fernery" and "Dash," from the Crawley and Horsham Hunt. "Dash" died on the Island, age 9 months.

Two puppies were walked each year until 1914, and several prizes were won by them. During the war beagle puppies and basset hounds were walked on the Island. Since the war one or two couples of puppies have been walked for the Hambledon and several prizes have been won.

"Dogsaline" won first prize at the Hambledon Puppy Show in 1905; "Bridesmaid" second prize in 1906; and "Harmony" first prize in 1914.

Pigs and Poultry.

Pig keeping was started during the war and is now a flourishing concern. One boar and eight sows are kept, and breed sixty to seventy pigs in a season.

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Poultry keeping was first started in 1913. The farm was extended in 1922 and now averages four hundred and fifty fowls. The profits are expended in keeping up the grounds.

"RABCHICK."

In 1918 the Island provided a home for a dog which took part in Captain Scott's last expedition to the Antarctic. He was never well whilst he was here, suffering much from rheumatism and a disease of the heart. After about six months he was examined by a veterinary surgeon, who decided that he should be killed. His age was 15 years. The body was sent to London to be stuffed, and was kept for a time in a glass case outside the Mess room in the Officers' quarters. Other pets have been :—

"Brownie," a monkey, died of pneumonia in 1897.

"Amelia," a bear, brought home from Comox, Esquimault, by the *Grafton*, and given to the *Excellent* on paying off. She died in May, 1904.

"Jane," a monkey from Gibraltar, presented by P.O. Cook.

"Calliope Jack," a parrot, which, when two months old, went through the hurricane at Samoa, in March, 1889, on board the *Calliope*. It was presented to the Island by Mrs. Scott Willcox, and died in 1919, aged 30.

The *Attentive*, on her return from the Murmansk coast, presented a Russian bear to the Island in 1918 ; but it was found impossible to allow it much freedom, so it was presented to the London "Zoo" in April, 1919.

At different times, storks, flamingoes, and ravens have lived on the Island, but they soon found their way to the Island cemetery for "pets," just south of the stables. Pigeons have been kept since 1894. In 1908 three peacocks were presented by Commander Davies, R.N., of Wickham.

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In 1930, through the generosity of E. Spedan Lewis, Esq., considerable additions have been made to the aviary by the erection of ten flights at the east side of the wallaby enclosure. A portion of this enclosure has also been converted into two separate runs for bears and porcupines. One of the older aviaries has been converted to make it suitable as a monkey house. Mr. Lewis has presented owls, macaws, parrots, and other birds for the aviaries as well as the inmates of the bear, porcupine and monkey houses.

Tenders to "Excellent."

GUNBOATS, ETC.

Sprightly, 1848.
Stork, 1856 to 1871.
Staunch, 1868 to 1874.
Bee, 1854 to 1873.
Skylark, 1873 to 1878, and 1884 to 1904.
Vesuvius, 1875 to 1876.
Comet, 1876 to 1886, and 1893 to 1907.
Medway, 1880 to 1887,
Kite, 1883 to 1919.
Mastiff, 1883 to 1908.
Handy, 1884 to 1916 (Re-named *Excellent*, 1891).
Blazer, 1884 to 1902.
Snake, 1885 to 1902.
Pincher, 1886 to 1902.
Bustard, 1887 to 1893.
Pike, 1887 to 1902.
Raven, 1904.
Arrow, 1905 to 1908.
Gleaner, 1906.
Drudge, 1907 to 1918 (Re-named *Excellent*, 1916).
Vestal (Sloop), 1908.
Excellent (Trawler, ex-*Jackdaw*), 1918-1919.
Andrew Jewer (Trawler), 1919.
Excellent, (Trawler, ex-*William Leach*), 1919.
*M.L.*339 (Re-named *Barbara*), 1919.
St. Fagan, 1919.

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Cruisers.

Narcissus, 1901 to 1905.
Grafton, 1905 to 1913.
Dido, 1913 to 1914.
Canterbury, 1919 to 1925
Champion, 1925.

Destroyers.

The first Destroyer attached to the *Excellent* was the *Daring*, from 1894 to 1895, and again from 1900 to 1901. Since then one or more Destroyers have always been attached to the *Excellent*, but not usually for more than a year.

Turret Drill Ships.

1.—The *Royal Sovereign* was the first turret ship attached to the *Excellent*. She commenced duties about 1868, and was relieved by the *Glatton* in 1872. She was an old line-of-battle ship cut down and armed with 9-in. M.L. guns in turrets. The lion now over the West Battery centre door was her figure-head. It was placed in the Admiral Superintendent's garden when she paid off, and presented to Whale Island in 1892 by Sir John Fisher.

2.—The *Glatton* relieved her in 1872. She had 12-in. M.L. 25-ton guns. In the summer of 1872 she proceeded to Portland under the Captain of the *Excellent* for trials, and was moored parallel to and off the east breakwater. The *Hotspur* was moored 200 yards off and fired at the *Glatton's* turret armour.

3.—The *Hero* relieved the *Glatton* in 1890. She mounted two 12-in. guns.

4.—The *Colossus* relieved the *Hero* in 1904. She mounted four 12-in. B.L. guns in two turrets, and a number of men under instruction were accommodated on board her to relieve the congestion at Whale Island and to reinforce her own ship's company.

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5.—The *Colossus* was relieved by the *Revenge* in 1907. By this date the dummy turrets at Whale Island were in working order, and the *Revenge* was added, not as a Turret Drill Ship, but as a Battle Practice Ship for the instruction of Officers and Petty Officers in Battle Practice and Fire Control.

6. In 1919 the machinery in the dummy turrets having become obsolete, the turrets were converted into museums. In 1924 all machinery was removed and turrets became instructional sections for machine gun and high angle.

7.—In 1919 the *St. Vincent* as Turret Drill Ship and the *Terror* were recommissioned and attached to the *Excellent*, to enable 15-inch Turret Drill to be taught.

8.—The *Courageous* relieved the *St. Vincent* in December, 1919 and remained until 1924 when she was converted into an aircraft carrier. Since then the *Terror* has remained the sole Turret Drill Ship.

Battleship Firing Ship.

1. In 1907 the *Revenge* was used as a Battle Practice Ship for the instruction of Officers and Petty Officers in Battle Practice and Fire Control.

2.—The *Revenge* was relieved by the *Albemarle* in May, 1913, and the *Duncan* was added about the same time. Both ships were doing duty when war broke out in August, 1914.

3.—H.M.S. *Caesar* was the firing tender for most of the war. She was first of all based at Devonport, then at Gibraltar, and finally at Bermuda.

4.—The *Caesar* was relieved by the *Commonwealth*, which was based at Invergordon.

5. In 1921 the *Commonwealth* was relieved by the *Orion* and in 1923 by the *King George V*, but since both these ships had to be broken up under the Washington Conference, the *Tiger* took over these duties in 1924.

6. In 1929 the *Iron Duke* relieved the *Tiger*, who rejoined the Battle Cruiser Squadron.

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Football.

H.M.S. *Excellent* Football Club was founded in 1890-91. In 1897 the United Services League was formed, the *Excellent* being the first winner. A Division II of the U.S. League was formed in 1898, in 1903 the U.S. Charity Cup Competition and in 1905 the Navy Cup. The *Excellent* played in all these competitions from the beginning and with considerable success except in the Navy Cup which was not won until after the war. The first season after the war, 1919-20, the *Excellent* again won the League Championship. In 1921-22 a remarkable record was created, the 1st and 2nd teams winning their respective divisions of the League, unbeaten; they played 52 matches, won 48 and drew 4, with 266 goals for and 23 against.

The 1924-25 season was one of the most successful, the following competitions being won:

Navy Cup	Second successive season.		
U.S. Challenge Cup	Second	,,	,,
Hospital 'Victory' Cup	Third	,,	,,
Worthing Charity Cup	Third	,,	,,
U.S. League Div. I	Fourth	,,	,,
U. S. League Div. II	Third	,,	,,
Inter-Port Challenge Cup	Jointly with Royal Marines		

In 1927 the club was presented with a replica of the cup by the U.S. League for having been head of the League for six successive seasons.

In 1928-29 the club affiliated for the first time to the Amateur Football Association, the first club of the Services to do so. The *Excellent* entered for the Association Senior Cup and won it in this their first season; this achievement had only once before been accomplished since the commencement of this competition and that was in 1908-09 by a once famous club, the New Crusaders. Mention must be made of the

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team that represented H.M.S. *Excellent* in this competition.

L.S. Deuchar
A.B. Darlington Mr. Harding
L.S. Tugwell A.B. White P.O. Woodford
A.B. Wakeford A.B. Young A.B. Fry Off.-Std. Woodford A.B. Bundy
with A.B. Hume and Mus. Bellinger as Reserves.

In this season the *Excellent* took part in an International Tournament at Amiens and won it against some strong opposition without a goal being scored against them.

The principal officials of the club have been, the late George Rowe, C.G.M., who, from the formation of the club until he was pensioned in 1899 was its very efficient and popular Hon. Secretary. He in turn was followed by Messrs. C. Cassford, G. Organ, S. Todd, and L. Horner, Gunners, R.N. each of whom held the appointment of Clothing Gunner which in those days carried with it the duty of officer in charge of sports. Mr. Horner was succeeded in 1921 by the present Hon. Secretary and Manager, Lieut. W. H. Patchen, R.N., who, after his retirement in 1922, has continued ever since to devote his time and energy to the welfare and success of football in H.M.S. *Excellent*.

Post-War Football Results.

Competition	*No. of times Entered*	*No. of times Won*	*Average Number Teams compet'g each Season*
U.S. League, Div. I.	11	9	11
U.S. League, Div. II.	11	5	13
U.S. League, Div. III.	5	Nil	12
U.S. League, Div. IV.	1	1	10
Navy Cup	11	3	20
F.A. Amateur Cup	8	Nil	380
A.F.A. Senior Cup	2	1	100
Hants Senior Cup	4	Nil	36
Hants Intermediate	2	Nil	28
Hants Junior	4	Nil	300
U.S. Charity Cup	11	2	16
U.S. Challenge Cup	6	3	8
U.S. Junior Challenge Cup	4	Nil	25
Russell-Cotes Charity Cup	3	Nil	40
Victory Charity Cup	9	6	12
Worthing Charity Cup	5	3	8
Portsmouth Senior	6	3	16

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A Few of the Trophies on Whale Island.

Trophy	*Description.*	*By whom presented*
IN WARD ROOM MESS.		
Russian Signal Gun	Taken from Sebastopol, 1855	Lieut. Towers, 1912
Uhlan's Lance	Taken from German, between Nieuport and Dunkerque	Lieut. Broughan, R.N.
Point Head of 15-inch shell	Fired from Battery. It exploded amongst shells of Dominion Battery but failed to detonate them. 1916.	
Cartridge Case of German 15-inch shell	From Lezenbom Battery	Capt. Altham, C.B., R.N.
Aiming Rifle	For 8.8 c/m. Gun. Taken from U.B.148	Harwich
MACHINE GUN SECTION.		
Lewis Gun	Mounted in fore-top of H.M.S. *Vindictive* at Zeebrugge, 23rd April, 1918.	
AT FOOTBRIDGE.		
Bollard	This was on board *Inflexible* at the bombardment of Alexandria. A shot struck it base first, and imprinted on the fracture the name of the maker.	Capt. J. A. Fisher, C.B., R.N., 1883
Male Tank, Mark iv.	This tank was presented by Tank Corps in recognition of great assistance given by H.M.S. *Excellent* in training officers and men of the Tank Corps	Tank Corps
Piece of Armour	Punched out of the glacis armour of "X" Turret, H.M.S. *Princess Royal* by 12-inch shell, at Jutland, 31st May, 1916	Admiralty
42-Pdr. M.L. Gun	From H.M.S. *Royal George*, 1782; two in number	
9-Pdr. 8-cwt. R.M.L. Gun	Gun and carriage, two in number	
Armour Plate	From H.M.S. *Marshal Soult*, Belgian Coast, 1916	
11-inch German Shell	Hit H.M.S. *Lion*, Dogger Bank, 24th June, 1915	
6-inch Projectile 15 c/m.	Picked up at Lima after battle between Chilian and Peruvian forces.	
10-inch Palliser Shell	Hit H.M.S. *Inflexible* at bombardment of Alexandria, 1882	

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Trophy	*Description*	*By whom presented*
ON BANK (GUARD ROOM).		
Krupp Gun	Presented to Admiral Sir Beauchamp Seymour, K.C.B., R.N., by the Khedive of Egypt, 1882.	Admiral Sir Beauchamp Seymour, K.C.B.
Krupp Gun	Captured by Naval Brigade at Taku, 17th June, 1900 (four in number)	Captain J. R. Jellicoe, C.B., R.N.
6-Pdr. Hotchkiss	Landed from H.M.S. *Orlando* at the relief of Tientsin. Badly damaged by shell fire	Comdr. C. F. Dampier, R.N.
S.B. 8-inch Gun	This gun was taken from the Russian Flagship in the Sea of Azov by H.M.S. *Miranda*, 1855	Captain Lyons, R.N.
10-inch Gun	Captured from Japanese at Shimonoseki by H.M.S. *Euryalus*, on 6th Sept., 1864	Naval Ordnance Dept.
Ordnce. R.B.L. 20-Pdr. heavy	Used at Saluting Battery, H.M.S. *Victory*	Admiral Sir J. A. Fisher, K.C.B.
4.7 Field Carriage	Used in relief of Ladysmith	H.M.S. *Terrible*
4.7 Field Carriage and Gun	4.7 Field Carriage, made in the Island, 1904, for Naval and Military Tournament, to same design as that used at Ladysmith	H.M.S. *Terrible*
Field Carriage and 1-Pdr. Gun	Captured from Bolsheviks, in North Russia	H.M.S. *Attentive*
Mounting for 2½-in. French Mortar	Bought from French and used by R.N.D. at Gallipoli	
4-in. P. ix. Mounting and Pedestal	Removed from H.M.S. *Laurel* after action in Heligoland Bight, 10th October, 1914	Admiralty
7-Pdr. M.L.	Service Ordnance 1874	
4.1 German Gun	Taken from German Cruiser *Emden*	
4.1 German Gun	Taken from German Submarine U.64	
4.1 German Mortar	Taken in Uganda, East Africa, 1916	
36-Pdr. M.L. Gun	Gun and Travelling Carriage (three in number)	
45-Pdr. M.L. Gun	Taken from West Coast, Africa, 1895	
4.7-Pdr. Gun	Taken from Chinese T.B.D. Taken during capture of Taku forts, 17th June, 1900	

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Trophy	*Description*	*By whom presented*
QUARTERDECK.		
S.B. 3-inch	This gun was captured from the Japanese at Shimonoseki, by H.M.S. *Euryalus*, 6th September, 1864	N.O.D.
S.B. 7-inch	ditto	ditto
S.B. 6-inch	ditto	ditto
3 S.B. 6-inch	Service Ordnance	
S.B. 32-Pdr.	Captured from Nana's Stronghold, West Coast of Africa	Admiral Bedford, C.B., 1895
S.B. 1½-Pdr.	ditto	ditto
Carronade, 4.75-inch	Used at Sebastopol, 1855	Admiral Lord Alcester, G.C.B., 1889
S.B. 3.75-inch	Captured by the boats of H.M.S. *Excellent*, 29th July, 1839	Lieut. J. Harper, R.N.
Bell	Ship's Bell, which belonged to H.M.S. *Excellent*. Removed to Whale Island in 1890. Cast in 1794	
R.H.A. Gun-Carriage and Limber	Used at the funerals of Queen Victoria and King Edward VII.	H.M. King George V
2 Brass Cannon	Two brass cannon from Naval Commissioner's House at Wei-hai-Wei, presented 1904, by Commander J. Dodgson Daintree	
26-Pdr. M.L.	Gun and Carriage, 1844	
25-Pdr. M.L.	Gun and Carriage, 1854 (two in number)	
60-Pdr. M.L.	Gun, 1851 (four in number)	
Inverhardys		
Splinter M.L. Gun		
2-Pdr. A.L.	French gun taken from Toulouse	
RANGE TOWER.		
9-ft. Range-Finder	Mounted on Fore Turret of H.M.S. *Lord Nelson*. Damaged by shell fire from Achi Baba, May 15th, 1918	

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Crest of H.M.S. "Excellent"

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APPENDIX

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APPENDIX.

List of Captains of H.M.S. "Excellent."

	From		*To*	
G. Smith (Commander) ...	June,	1830	April,	1832
Sir Thomas Hastings, Kt. ...	April,	1832	August,	1845
H. D. Chads	August,	1845	January,	1854
Sir Thomas Maitland	January,	1854	June,	1857
R. S. Hewlett, C.B.	June,	1857	June,	1863
A. Cooper-Key	June,	1863	September,	1866
A. W. A. Hood	September,	1866	July,	1869
H. Boys	July,	1869	May,	1874
T. Brandreth	May,	1874	January,	1877
F. A. Herbert	January,	1877	March,	1880
J. O. Hopkins	March,	1880	June,	1881
W. Codrington, C.B.	June,	1881	April,	1883
J. A. Fisher, C.B.	April,	1883	November,	1886
J. Ingles (*temp. additional*) ...	May,	1884	August,	1884
C. E. Domville	November,	1886	June,	1890
H. L. Pearson	June,	1890	June,	1893
L. A. Beaumont	June,	1893	July,	1894
A. L. Douglas	July,	1894	November,	1895
E. F. Jeffreys	November,	1895	August,	1897
W. H. May, M.V.O.	August,	1897	January,	1901
A. Barrow	January,	1901	April,	1903
P. Scott, A.D.C., C.V.O., C.B., LL.D.	April,	1903	March,	1905
F. T. Hamilton, M.V.O. ...	March,	1905	July,	1907
R. G. O. Tupper, C.V.O. ...	July,	1907	August,	1910
F. C. T. Tudor	August,	1910	June,	1912
M. Singer	June,	1912	August,	1914
C. C. Fowler	August,	1914	March,	1917
H. R. Crooke	March,	1917	June,	1918
R. N. Bax, C.B.	June,	1918	June,	1920
F. H. Mitchell, D.S.O. ...	June,	1920	August,	1922
A. J. Davies	August,	1922	August,	1924
The Hon. M. R. Best, D.S.O., M.V.O.	August,	1924	August,	1926
F. L. Tottenham, C.B.E. ...	August,	1926	April,	1928
C. A. Scott	April,	1928	April,	1930
G. C. C. Royle, C.M.G. ...	April,	1930		

List of Commanders, H.M.S. "Excellent."

	From		*To*	
William Arthur	March,	1864	April,	1867
G. H. Stirling	April,	1867	August,	1869
W. H. Maxwell	November,	1869	November,	1872
H. F. Cleveland	November,	1872	November,	1875
C. L. Oxley	November,	1875	February,	1879
L. A. Beaumont	February,	1879	March,	1882
C. C. Drury	March,	1882	May,	1885
A. McLeod	May,	1885	May,	1888
F. C. B. Simpson	May,	1888	January,	1890
Percy M. Scott	January,	1890	January,	1893
H. M. Spencer Login	January,	1893	January,	1895

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List of Commanders, H.M.S. "Excellent"—*Continued.*

		From		*To*	
C. H. Bayly		January,	1895	October,	1897
T. B. S. Adair		October,	1897	January,	1900
A. H. Christian		January,	1900	December,	1901
R. J. Prendergast		December,	1901	December,	1903
Harold Christian		January,	1904	March,	1906
A. E. M. Chatfield		March,	1906	July,	1099
A. V. Campbell, M.V.O. ...		July,	1909	January,	1913
O. Backhouse		January,	1913	August,	1914
A. J. Davies		August,	1914	October,	1914
War Appointments	C. G. Treherne (*Ret. Capt.*) ...	October,	1914	January,	1916
	J. W. G. Innes ...	January,	1916	October,	1916
	V. L. Bowring ...	October,	1916	January,	1919
H. E. Dannreuther, D.S.O. ...		January,	1919		
J. C. L. Patterson, O.B.E. ...		August,	1920	January,	1922
E. Manners		January,	1922	July,	1923
P. Macnamara		July,	1923	July,	1925
L. E. Holland		July,	1925	August,	1926
W. B. Hynes, D.S.O.		August,	1926	August,	1928
I. B. B. Tower, D.S.C. ...		August,	1928	January,	1930
A. Read		January,	1930		

List of First Gunnery Officers, H.M.S. "Excellent."

		From	*To*
Lieutenant	H. B. Richards	1832	1834
,,	F. D. Hastings	1835	1836
,,	J. H. Ward	1837	1838
,,	G. K. Wilson	1838	1840
,,	E. H. Kenney	1840	1841
,,	R. Moorman		
,,	W. H. Dobbie	1842	
,,	W. Austin	1842	1843
,,	Sir W. Wiseman, Bart.	1844	1845
,,	R. Jenner	1846	
,,	T. Hodgkinson	1847	1851
,,	M. Burrows	1851	1852
,,	S. H. Henderson	1852	1855
,,	T. B. Lethbridge	1855	1857
,,	Douglas Walker	1857	1858
,,	Edward Field	1858	1859
,,	T. L. Ward	1859	1860
,,	M. Singer	1861	1862
,,	W. H. Liddell	1862	1863
,,	C. D. Saunders	1863	1866
,,	Edward Poulden	1866	1868
,,	J. A. Fisher	1868	1869
,,	H. B. Stewart	1869	1872
,,	W. H. B. Selby	1872	1873
,,	H. F. Grenfel	1873	1875
,,	J. Brown	1875	1876
,,	A. B. Jenkings	1876	1877
,,	R. N. Custance	1877	1878
,,	W. A. D. Acland	1878	1879
,,	J. H. Rainier	1879	1880

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List of First Gunnery Officers, H.M.S "Excellent."

Continued.

		From	*To*
Lieutenant	T. F. Hammill	1880	1881
,,	J. E. T. Nicholls	1881	1882
,,	A. Barrow	1882	1883
,,	R. F. O. Foote	1883	1884
,,	J. E. Meryon	1884	1885
,,	P. M. Scott	1885	1886
,,	J. H. T. Burke	1886	1887
,,	E. W. Lloyd	1887	1888
,,	E. A. Simons	1888	1889
,,	F. G. de Lisle	1889	1890
,,	J. Honner	1890	1891
,,	R. H. Peirse	1891	1892
,,	T. B. S. Adair	1892	1893
,,	A. W. Waymouth	1894	1895
,,	A. W. Ewart	1895	1896
,,	M. E. Browning	1896	1897
,,	A. C. Leveson	1897	1899
,,	C. F. Dampier	1899	1900
,,	W. R. Hall	1900	1901
,,	Hon. A. D. E. H. Boyle, M.V.O. ...	1901	1902
,,	C. M. de Bartolome	1902	1903
,,	W. Henderson	1903	1903
,,	C. T. M. Fuller	1903	1904
,,	A. N. Loxley	1904	1905
,,	C. Maxwell-Lefroy	1905	1905
,,	R. M. Burmester	1905	1907
,,	O. Backhouse	1907	1908
,,	A. J. Davies	1908	1910
,,	Hon. M. R. Best, M.V.O.	1910	1910
,,	G. L. Parnell	1910	1912
,,	R. G. H. Henderson	1912	1913
Lieut.-Commander	S. R. Bailey	1913	1914
,, ,,	T. H. Binney	1914	1914
,, ,,	C. G. L. Woolcombe ...	1914	1914

COMMANDERS "G."

Commander	N. S. Tindall	1914	1916
,,	R. G. Dinwiddy	1916	1917
,,	W. N. Custance	1917	1919
,,	W. M. Nash, O.B.E.	1919	1920
,,	B. A. Fraser, O.B.E.	1921	1922
,,	A. J. Power	1922	1922
,,	E. N. Syfret	1922	1924
,,	A. F. E. Palliser	1924	1925
,,	J. S. Hammill	1925	1926
,,	E. Rotherham	1926	1927
,,	E. J. P. Brind	1927	1928
,,	C. H. L. Woodhouse	1928	1929
,,	F. C. Flynn	1929	

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List of Chief Gunners of H.M.S. "Excellent."

Name	*Rank*	*From*	*To*
J. Woods	Chief Gunner	1869	1870
T. Tresize	,, ,, ...	1870	1871
E. P. Bechervaise	Gunner	1871	1873
R. Yelland	Chief Gunner	1873	1876
S. R. Broome	,, ,, ...	1876	1877
T. Ingram	,, ,, ...	1877	1878
W. E. Douthwaite	Gunner	1878	1880
D. Bargery	Chief Gunner	1880	1882
F. Ward	,, ,, ...	1882	1885
W. T. Willis	,, ,, ...	1885	1891
C. Earwicker	,, ,, ...	1891	1894
G. T. Nicholas	,, ,, ...	1894	1895
E. Haswell	,, ,, ...	1895	1896
J. H. Wells	,, ,, ...	1896	1900
J. Hickey	,, ,, ...	1900	1903
F. Bryant	,, ,, ...	1903	1906
J. H. Jarvis	,, ,, ...	1906	1909
J. Titheridge	,, ,, ...	1909	1911
F. T. Russell	,, ,, ...	1911	1914
W. J. Pavey	,, ,, ...	1914	1916
A. J. Raven	,, ,, ...	1916	1919
A. Baynton	,, ,, ...	1919	1922

Lieutenants of the Island.

A. Grant, D.S.C.	Lieutenant	1922	1924
A. Grant, D.S.C.	Lieut.-Commander ...	1924	1926
G. A. Lawson	Lieutenant	1926	1929
G. E. Harrison	Lieutenant	1929	

List of Experimental Officers.

Experimental Commanders.

	From	*To*
E. C. P. Back	October, 1902	February, 1905
A. W. Craig	February, 1905	January, 1908
H. Lynes	January, 1908	February, 1910
R. R. C. Backhouse ...	February, 1910	March, 1911
E. A. Rushton	March, 1911	February, 1913
C. M. Forbes	February, 1913	November, 1914
C. W. Round-Turner ...	November, 1914	March, 1917
C. V. Robinson	March, 1917	May, 1917
J. Bywater Ward	June, 1917	April, 1918
D. T. Graham-Brown ...	June, 1918	July, 1920
L. E. Holland	July, 1920	July, 1922
G. D. Taylor	July, 1922	August, 1924
W. L. Jackson	August, 1924	December, 1925
C. Moody	March, 1926	March, 1928
F. E. P. Hutton	February, 1928	April, 1930

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Experimental Lieutenants.

	From	To
F. C. Younghusband	February, 1884	February, 1885
J. A. Ashworth	February, 1885	December, 1886
J. R. Jellicoe	December, 1886	May, 1888
R. H. Peirse	May, 1888	May, 1889
T. B. S. Adair	May, 1889	May, 1890
F. G. de Lisle	May, 1890	June, 1891
J. Honnor	June, 1891	February, 1892
F. C. T. Tudor	February, 1892	January, 1894
M. E. Browning	January, 1894	September, 1895
J. Murray Aynsley	September, 1895	April, 1898
D. L. Dent	April, 1898	June, 1898
G. P. W. Hope	June, 1898	April, 1900
S. R. Drury Lowe	April, 1900	July, 1902
H. Lynes	July, 1902	July, 1903
H. R. Crooke	July, 1903	February, 1905
H. W. W. Hope	March, 1905	July, 1909
E. A. Rushton	July, 1909	March, 1911
G. Blake	March, 1911	June, 1913
F. T. B. Tower	April, 1913	April, 1915
R. F. P. Maton	April, 1915	February, 1919
L. E. Holland	April, 1916	May, 1918
G. D. Taylor	April, 1918	April, 1919
G. W. T. Robertson ...	May, 1919	March, 1921
D. B. Fisher	October, 1920	April, 1922
H. D. Tollemache	March, 1921	August, 1921
F. W. H. Jeans	September, 1921	August, 1923
R. S. Benson	April, 1922	January, 1924
The Marquis of Milford Haven	June, 1923	August, 1925
E. G. H. Bellars	January, 1924	March, 1926
H. Drew	August, 1925	July, 1927
M. M. Denny	November, 1925	August, 1928
N. G. Garnons-Williams ...	August, 1927	January, 1930
G. N. Oliver	January, 1928	January, 1930

Junior Experimental Officers.

	From	To
G. D. Taylor	August, 1915	July, 1916
R. G. H. Ord	August, 1915	February, 1916
A. R. Hammick	February, 1916	July, 1916
O. Bevir	June, 1916	December, 1917
W. Vaughan	May, 1916	
K. Edwards	June, 1917	March, 1918
F. E; P. Hutton	March, 1918	February, 1919
F. W. H. Jeans	February, 1919	March, 1919
J. G. L. Dundas	April, 1919	August, 1920
S. A. Pears	August, 1920	June, 1921
M. M. Denny	June, 1921	September, 1922
C. C. Hughes-Hallett ...	September, 1922	March, 1923
W. S. Green	March, 1923	May, 1924
N. G. Garnons-Williams ...	May, 1924	April, 1925
G. R. Barrow	April, 1925	November, 1925
C. E. F. Hall	November, 1925	April, 1926
F. R. Parham	April, 1926	October, 1926
K. L. Harkness	October, 1926	September, 1927
C. de Lacy-Bacon	June, 1927	May, 1928
H. F. Lawson	May, 1928	June, 1929
E. R. A. Smith	June, 1929	

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List of Lieutenants Qualified in Gunnery.

1st March, 1860 (or before that date).

W. R. Payne
R. J. St. Aubyn
R. Willcox
T. D. Sulivan
F. G. Simpkinson
G. T. W. G. Gerjat
E. A. Blackett
W. G. H. Morgan
A. P. H. Helby
W. G. S. Sulivan
H. Rogers
A. R. Owen
G. M. Temple
W. E. Gordon
E. B. H. Franklin
C. G. Nelson
W. J. H. Grubbe
A. H. W. Battiscombe
H. B. Phillimore
T. T. Phillips
E. A. T. Stubbs
G. Robinson
G. Poole
A. Buller
G. Parry
S. Curtis
B. J. Cooper
J. G. G. M'Hardy
G. O. Twiss
G. O. Inglis
H. F. Nicholson
S. G. Price
E. W. Hereford
C. G. Jones
R. E. Trace
W. Austin
D. S. Dawes
T. Tickell
H. T. Veitch
O. O. H. P. St. John
T. C. Bruce
M. Fox
R. H. Burton
J. K. Simcoe
J. H. Bushnell
T. E. Smith
L. G. B. Hamilton
E. Wilmot
T. L. Ward
W. Dawson
W. Arthur
H. E. Grozier
W. H. Liddell
B. S. De Ros Hall
G. S. Nares
W. A. Gambier
P. H. Colomb
J. A. F. Luttrell
G. R. Maberley
J. C. Tucker
A. Selway
A. H. Gilmore
C. Pringle
C. D. Sanders
G. W. Gregorie
E. Denny
E. Poulden
F. H. Hastings
A. J. V. Collins
R. Sharpe
M. Bounchier
E. D. Ashe
W. A. R. Lee
R. B. Beale
W. G. Douglas
J. Murray
G. Stratton
D. Walker
F. Harvey
H. T. Cammell
F. M. Prattent
T. Stackhouse
M. Singer
P. Blackiston
E. A. Tweeddale
J. P. J. Parry
L. Geneste
S. H. Babington
A. H. Alston
H. W. Mist
J. A. Poland
J. C. Patterson
W. F. Lee
W. T. F. Mudge
W. Codrington
S. Tuke
H. Vaughan
W. L. E. Walsh
W. E. De C. Cookson
R. P. Fitzgerald
D. Stewart
C. G. S. Stanley
F. Durrant

1861.

H. T. Boger
H. M. Carre
J. G. Mead
L. B. Solly
A. J. Kennedy
E. J. Jermain

1862.

A. G. Wootton
F. S. Thompson
E. Denny
P. R. Sharpe
G. G. Duff
J. E. Hunter
G. J. Brownrigg

1863.

W. H. Maxwell
W. M. Latham
J. A. Fisher
G. S. Brown
G. N. Hoare

1864.

W. St. J. S. Hornby
F. Stirling
E. Rice
C. L. Oxley
A. L. Douglas
J. F. L. P. Maclear
A. Jacob
Hon. H. H. A'Court
W. S. Bailey
H. F. Croham
G. R. Buckle
H. H. Boys
M. Byles
J. Ingles
T. V. Williams

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List of Lieutenants Qualified in Gunnery—*Continued.*

1865.

A. R. Tinklar	H. F. Cleveland	G. Mitchell
G. G. Purcell	R. Sheepshanks	C. J. Vidal
R. O. Fitzroy	A. T. Dale	E. Pilkington
F. C. R. Baker	G. T. H. Boyes	G. R. T. Russell
W. H. Hall	F. Walter	J. Cole

1866.

H. E. C. Robinson	W. P. Barrow	J. H. Vidal
G. S. Cardale	C. Giffard	G. E. Price
J. W. F. Harvey	H. H. Rawson	L. Ching
H. C. Kane	F. R. Boardman	

1867.

H. J. Carr	T. S. Jackson	W. B. M'Hardy
C. A. Blake		

1868.

J. G. J. Hamner	F. A. Wetherall	G. E. Reade
E. Hicks	F. Hayter	H. S. Hutchings
C. H. Taylor	H. J. Robilliard	W. H. Lewin
F. R. Carr		

1869.

G. B. Payne	H. J. Martin	G. W. Hand
A. K. Wilson	H. B. Stewart	R. B. Croft
R. W. Davies	M. M'Neile	H. W. Dowding
R. H. Thornton	O. P. Tudor	H. Russell
J. Brown		

1870.

F. Edwards	W. H. G. Selby	P. R. H. Parker
T. P. W. Nesham	H. Bridger	E. C. Abbs
A. K. Bickford	H. F. H. Hallett	H. F. Gye
A. P. Douglas	W. R. Clutterbuck	A. B. Jenkings

1871.

J. D. R. Hewitt	W. G. Le Cogq.	J. B. Haye
W. Mc. C. F. Castle	G. H. U. Noel	H. H. Grenfell
E. B. Boyle	C. T. F. Hodgkinson	L. L. L. Bevan
F. R. B. Kemp	E. S. Dugdale	G. Usborne

1872.

H. St. V. Jenkins	E. R. Mathias	W. T. Down
St. V. Nepean	A. H. Byng	J. W. Sunderland
H. W. S. Gibson	E. Payne	A. Mac Leod
B. D. Ackland		

1873.

E. Rooke	K. Garnier	G. S. Parker
L. A. Beaumont	W. A. D. Acland	C. C. Drury
H. W. A. Littledale	A. A. C. Parr	A. F St. Clair

1874.

R. N. Custance	G. S. Macilwaine	T. S. Brand
E. B. Fletcher		

1875.

E. F. Jeffreys	A. Kingscote	W. G. H. Domville
G. Lindsay	G. R. Arbuthnot	T. F. Hammill
E. P. Statham		

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List of Lieutenants Qualified in Gunnery—*Continued.*

1876 (Long Courses).

J. H. Rainer
J. Ferris
R. W. Craigie
G. W. Dickinson
G. F. King-Hall
H. J. Godfrey
G. S. Donner
G. J. Bower
A. K. Woodrow
J. E. T. Nicholls
R. O. B. C. Brenton
A. Barrow
G. C. Langley
W. J. Moore
W. H. G. Goodlake
E. A. Ommaney
R. B. Maconochie

1877.

H. Sandford
H. B. C. Wynyard
R. J. Symonds
A. W. E. Prothero
E. S. Dugdale
W. N. Madan
F. C. B. B. Simpson
H. D. Barry
A. E. Clark-Kennedy
R. R. M. Hall
H. Leah
R. F. O Foote
Hon. M. A. Bourke

1878.

V. Knox
G. R. Lindlay
B. H. Chevallier
C. H. Adair
H. E. Bouchier
W. P. Shakespeare
J. H. Martin
F. A. Brookes
L. D. Sampson
F. C. Younghusband
J. E. Meryon
C. H. P. Jones
H. A. Ogle
W. G. V. Baker
J. B. Hay
F. Finnis

1879.

H. J. May
B. R. Bradford
R. A. C. Montagu
W. B. Almack
P. M. Scott
J. G. M. Field
J. Brant
B. J. H. Adamson
H. H. Hayes
H. J. Morgan
A. N. Heathcote
G. M. Henderson
H. G. Grey
F. G. Kirby

1880.

H. W. Savile
P. F. Tillard
A. A. C. Galloway
J. H. T. Burke
E. W. Lloyd
C. Windham
H. R. Lees
A. Evan-Thomas
H. G. Reynolds
G. T. Wingfield
R. S. Lowry
G. Langford
E. H. Marsh

1881.

H. M. Tudor-Jones
F. E. Poulter
F. S. Pelham
W. W. Smythe
J. Casement
E. A. Simons

1882.

W. F. D. Walker
H. N. White-Thomson

1883.

G. A. Gallagham
J. A. Ashworth
J. Honnor
W. S. Rees
F. F. Fegen
A. C. Woods
H. Talbot

1884.

H. C. A. Baynes
F. G. De Lisle
H. C. Kingsford
G. H. Coke
T. H. Fisher
J. R. Jellicoe
T. P. Walker
H. P. Williams
G. J. S. Warrender

1885.

P. C. K. Wolfe-Murray
C. G. Treherne
R. G. O. Tupper
R. H. L. Risk
T. B. S. Adair
W. W. Hewett
G. E. Patey
W. De Salis

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List of Lieutenants Qualified in Gunnery—*Continued.*

1886.

G. Burney
R. B. Farquhar
H. G. King-Hall
C. P. Ogle
H. F. Daubeny
W. H. F. Taylor
H. Cotesworth
A. W. Ewart
R. H. Peirse
C. J. Eyres
H. G. Monckton
J. B. Eustace

1887.

R. B. Colmore
A. W. Waymouth
A. E. A. Grant
E. Harvey
W. H. Nicholson
C. E. Tower
E. W. F. Hervey
C. S. Thursby
A. G. H. W. Moore

1888.

H. L. Bethune
A. P. Ethelstone
E. C. A. Paston-Cooper
F. C. T. Jones
W. P. Hillyar
M. E. Browning
C. L. Napier
C. Stirling

1889.

A. D. Ricardo
C. D. Greville
S. St. J. Farquhar
W. H. Boys
E. L. D. Boyle
M. Singer
E. F. A Gaunt
F. A. R. Bowles
A. H. Christian
R. F. Phillimore

1890.

A. H. Limpus
J. F. Murray-Aynsley
H. H. Campbell
H. L. D. Pearce
F. K. C. Gibbons
G. E. Hunter
F. G. Eyre
Hon. R. F. Boyle

1891.

J. H. Robertson
R. J. Prendergast
A. P. James
R. G. Gregory
L. E. Traherne
S. R. Fremantle
A. T. Dawson
C. R. de C. Foot
A. C. Leveson
C. G. Sclater

1892.

T. Jackson
C. W. Keighly-Peach
G. B. Hutton
M. Culme-Seymour
C. F. Dampier
J. F. A. Blandly
B. H. F. Barttelot
E. W. E. Wemyss
F. Mansel-Jones
E. F. Bruen

1893.

O. de B. Brock
C. F. Thord
G. P. W. Hope
R. A. Hopwood
V. H. G. Bernard
G. E. S. Petch
M. Woollcombe
F. G. Bird
W. Driffield
T. C. Smyth
H. G. Grenfell

1894.

N. C. Palmer
J. S. W. Talbot-Ponsonby
H. Duc. Luard
Hon. H. E. H. A'Court
D. L. Dent
W. R. Hall
S. A. Hickley
G. C. Ley
Hon. H. L. A. Hood
A. R. Guest

1895.

A. H. Tremayne
H. Christian
Hon. A. D. E. H. Boyle
C. M. de Bartolome
R. W. Bentinck
E. M. Phillpotts
R. Webb
P. N. Wright
H. L. Mawbey
J. D. Dick

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List of Lieutenants Qualified in Gunnery—*Continued.*

1896.

F. G. Egerton
H. L. P. Heard
S. R. Drury-Lowe
V. B. Molteno
H. J. Savill
J. D. Edwards
E. P. C. Back
R. P. Clutton
M. S. Fitzmaurice
H. C. J. Grant

1897.

H. M. Doughty
G. H. Baird
E. G. Lowther-Crofton
H. R. Veale
A. W. Craig
W. Henderson
A. C. H. Smith
A. E. M. Chatfield
A. G. Smith
F. W. Caulfeild
W. S. Nicholson
J. E. Drummond
H. M. Colomb

1898.

W. H. C. S. Thring
B. Holme-Summer
C. T. M. Fuller
J. H. S. Bourne
F. Wray
C. C. Peaty
H. Stansbury
Sir Malcom Macgregor, Bart.
W. Mellor
P. Francklin
M. H. Cobbe
C. D. Carpendale
F. A. Whitehead
F. C. Brown
P. M. R. Royds

1899.

B. H. Smith
P. H. Warleigh
P. H. H. Thompson
H. Lynes
J. H. Trye
C. Maxwell-Lefroy
E. C. Carver
P. V. Oliver
A. V. Campbell
B. S. Thesiger
O. H. Bonham-Carter
W. V. Butler
D. St. A. P. Weston
J. T. Bush
A. N. Loxley
H. R. Crooke
A. V. Vyvyan
A. H. C. C. Home

1900.

A. A. M. Duff
J. W. L. McClintock
H. P. E. T. Williams
H. R. Norbury
F. Larken
T. E. Wardle
A. Pringle
H. G. R. Bevan
R. N. Bax
H. E. Grace
R. M. T. Stephens
D. T. Norris
F. R. M. White
T. E. Crease
H. G. Jackson
W. W. Fisher
A. G. Hotham
P. T. H. Beamish
E. A. Taylor

1901.

F. H. Mitchell
H. G. E. Lane
B. St. G. Collard
S. R. Miller
J. A. L. Hay
R. A. Rice
C. S. Townsend
C. W. Bruton
J. E. Bray
J. A. Duncan
F. C. Dreyer
H. W. W. Hope
R. M. Burmester
G. V. W. Carey
C. G. Chichester
H. P. Ritchie
E. E. A. Betts
E. H. M. Nicholson, D.S.O.

1902.

I. F. Chichester
H. W. Longden
J. M. Casement
A. J. Davies
F. W. Talbot-Ponsonby
A. H. Alington
G. T. Bowles
O. Backhouse
B. E. Domvile
A. C. Gotto
D. W. Hamilton-Gordon
G. P. Bevan
G. R. L. Edwards
G. R. B. Blount
R. H. Coppinger
L. R. Oliphant
C. H. Sinclair
H. A. B. Wollaston
R. R. C. Backhouse
H. Haire-Foster

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List of Lieutenants Qualified in Gunnery—*Continued.*

1903.

A. S. Susmann
C. A. Fountaine
H. D. Briggs
A. G. Craufurd
E. A. Rushton
C. R. Blane
C. E. Cundall
L. J. L. Hammond
A. W. Tomlinson
W. J. C. Lake
W. B. W. Grubb
K. G. B. Dewar
Hon. M. R. Best
S. J. Meyrick
J. C. W. Henley
H. J. Orr
H. T. Mosse
G. C. Pigou
A. D. Barrow

1904.

E. K. Arbuthnot
R. J. N. Watson
F. A. Clutterbuck
G. L. Parnell
J. G. M. McHardy
A. F. St. C. Armitage
H. T. Walwyn
J. B. Waterlow
P. S. Rickcord
J. W. McCowen
G. E. Lewin
F. R. Willis
J. I. Harrison
A. S. Burt
J. W. Murray
A. M. Peck
C. V. Usborne
A. C. Goolden
C. L. Long
R. E. Stokes-Rees
M. Dasent
F. C. Halahan
C. M. Forbes
V. H. Gascoigne
H. F. C. Kitchener
F. G. L. Johnson
A. Gilbert
H. N. Stewart
R. G. H. Henderson
H. E. Dannreuther
J. L. S. Kirkness
Hon. A. Stopford
V. S. Rashleigh
L. E. H. Llewellyn
S. T. H. Wilton
F. P. Norman
P. H. Trimmer
W. F. Sells
B. W. M. Fairbairn
H. S. Lecky
J. H. Thom
R. Eliot
R. C. S. Hunt
C. T. A. Bunbury
W. A. Egerton
G. T. C. P. Swabey

1905.

H. P. Cayley
C. A. Scott
H. J. Middleton
R. M. Colvin
Q. P. Preston-Thomas
Hon. A. R. M. Ramsay
K. Gofton-Salmond
D. W. O. B. Forsyth
E. O. Cochrane
V. F. Gibbs
N. S. Tindall
C. W. Round-Turner
J. L. Forbes
A. L. Strange
W. F. French
H. Gratton
W. W. Sillem
J. W. Rainier
A. Stokes
J. Bywater-Ward
E. L. B. Lockyer
E. L. Grieve
L. S. Holbrook, M.V.O.
H. J. S. Brownrigg
F. M. Austin
P. Van Straubenzee
E. Altham
W. G. P. Graves
H. C. Buckle

1906.

E. T. Inman
W. B. C. Jones
I. W. Gibson, M.V.O.
R. G. Dinwiddy
G. H. Brady
J. K. B. Birch
G. C. C. Damant
H. L. Street
R. T. Down
A. T. Johnstone
J. G. P. Ingham
S. W. B. Green
G. Gipps
E. H. Russell
F. L. Tottenham
J. C. Hamilton
P. W. Douglas
J. W. Scott
A. W. Wood
G. Blake
A. W. Fisher-Hall
T. Fisher
W. M. James
H. J. Kennard
H. C. Halahan
S. R. Bailey
St. A. B. Wake
C. V. Robinson
G. I. S. More
A. F. Burrowes

1907.

C. N. Reyne
R. H. Clark-Hall
R. H. Llewellyn
E. G. de S. Jukes-Hughes
T. H. Binney
G. H. B. Gowan
H. Leigh
J. B. Haly
E. O. B. S. Osborne
H. D. Hamilton
D. W. S. Douglas
W. N. Custance
R. H. C. Verner
J. F. C. Patterson
G. F. Longhurst
A. G. Sparrow
G. H. D'O. Lyon

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List of Lieutenants Qualified in Gunnery—*Continued.*

1908.

L. D. I. MacKinnon
C. B. Prickett
E. C. Brent
J. S. M. Ritchie
A. C. W. Domvile
J. N. Benbow
H. J. B. Hall
D. T. Graham-Brown
H. S. M. Harrison
E. Manners
E. R. D. Long
J. C. Davis
P. F. M. Fellowes
L. V. Wells
C. L. Backhouse
C. G. L. Woollcombe

1909.

E. Bruce-Gardyne
H. R. Priston
C. J. F. Wood
A. N. G. Firebrace
A. S. May
G. W. Swithinbank
W. R. Phillimore
F. Elliott
H. D. Collins
H. Ardill
F. T. B. Tower
P. Macnamara

1910.

L. A. W. Spooner
K. B. M. Churchill
A. N. Dowding
D. Mitchell-Dawson
J. O. N. Wood
F. A. Langdale-Smith
A. H. B. Bisset
C. G. Sedgwick
S. W. Beadle
A. R. Dewar
G. C. C. Royle
P. Hordern
F. G. Bramble
P. H. Ridler

1911.

A. G. D. Twigg
P. T. G. Methuen
D. M. T. Bedford
R. F. U. P. Fitzgerald
E. R. Gloag
N. A. Wodehouse
D. E. Rahilly
R. Ussher
O. C. Hare
E. H. P. Edgecumbe
F. C. Darley
M. A. Hawes
E. O. Disney
L. E. Holland
A. D. W. Smith
A. F. Pridham
G. S. Arbuthnot
C. Pinsent
E. D. M. Robertson
W. M. Nash
R. F. P. Maton
N. R. Fergusson
R. W. Oldham
G. Nicholson

1912.

F. W. Bennett
F. C. Finnis
H. Matthews
E. L. S. King
E. W. W. Ling
O. S. Gray
G. D. Millar
R. Burges
B. A. Fraser
F. A. Buckley
G. V. Kenyon
R. D. Binney
F. Q. Champness
W. B. Hynes
A. W. Brooks
G. C. Dillon
A. B. Downes
J. B. Hughes
C. T. Nuthall
H. M. Burrough
W. R. Gilbert

1913.

E. W. E. Callwell
R. H. Errington
L. G. Ingham
H. M. Daniel
I. B. B. Tower
G. W. T. Robertson
Hon. F. L. W. Vernon
E. R. Bent
A. L. St. G. Lyster
N. C. Moore
H. W. B. Fligg
E. N. Syfret
V. H. Danckwerts
F. M. C. Curtis
A. R. Hammick
W. S. Gray
C. D. Burney
E. O. Priestley
E. W. H. Blake
W. L. Jackson
G. O. Lydekker

1914.

R. J. B. Drew
R. Mends
L. H. White
E. S. Brooksmith
H. G. D. Acland
A. F. E. Palliser
L. F. Robinson
D. B. Bucham-Brown
H. P. Middleton
A. D. Read
E. G. Rhodes
V. D. Hirst
F. G. Fowle
A. J. Power
H. F. Minchin
F. T. de M. Morgan
R. C. Woollerton
J. C. F. Lewis
D. R. Fraser

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List of Lieutenants Qualified in Gunnery—*Continued.*

1915.

C. D. Taylor
H. C. C. Clarke
K. F. D. Acland
G. T. C. Collins
R. F. B. Hoskyn
G. E. B. Simeon
R. G. Ord
R. G. Studd
J. H. Broucham
R. Godsell

1916.

J. F. Paget
C. A. A. Larcom
L. S. Holland
G. E. C. C. Crookshank
Lord Congleton
O. Bevir
C. Moody
A. W. La T. Bisset
K. Edwards
L. B. Hill
J. S. Hammill
P. B. Lawder
H. A. C. Dick
Hon. T. T. Parker
P. A. M. Long

1917.

D. B. Fisher
J. S. M. Mackenzie-Grieve
R. S. Benson
F. E. P. Hutton
R. H. Bevan
R. M. Servaes
H. C. Bovell
H. Hickling
T. G. Harrison
C. H. L. Woodhouse

1918.

H. A. C. Lane
G. R. B. Back
A. J. L. Phillips
G. A. Whitelocke
F. W. H. Jeans
H. A. Packer
A. C. Olliver
J. C. Leach
H. D. Tollemache
H. R. G. Kinaham
W. R. Patterson

1919.

E. Rotherham
Earl of Medina, K.C.V.O.
E. C. Cordeaux
A. F. Armitage
C. F. Hammill
A. D. Lacy
P. L. Vian
J. G. L. Dundas
D. S. Swanston
R. F. Bosanquet

1920.

E. J. P. Brind
J. P. A. Brembridge
P. F. P. Wood
C. S. Miller
A. H. M. Hyslop
G. V. A. Phelips
M. M. Denny
H. B. Deedes
S. A. Pears
G. T. Philip. D.S.C.
P. C. Forman
B. W. Le G. Pullen
P. H. Trier
F. R. Garside
G. E. M. O'Donnell
E. G. H. Bellars
H. P. Scholes
E. H. Stuart-Jones
H. N. C. Webber
G. S. Laurence
G. D. Belben, D.S.C.A.M

1921.

C. J. H. Du Boulay
G. O. C. Davies
A. S. Russell
V. C. Brodeur, R.C.N.
R. R. Gibbons, O.B.E.
A. W. Gush
R. C. Bayne
W. R. Slayter, D.S.C.
T. L. Beevor
C. C. Hughes-Hallet

1922.

R. R. Selby
R. G. France-Hayhurst
R. C. Hovenden
R. D. Rowe, D.S.C.
J. E. Sissmore, D.S.C.
R. T. Young
W. S. Green
E. H. Longsdon

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List of Lieutenants Qualified in Gunnery—*Continued.*

1923.

F. C. Flynn	J. L. Davies	R. D. Oliver, D.S.C.
P. Todd	C. A. M. Paul	G. L. Proctor
C. B. Turner	M. C. Teasdale-Buckell	H. Archdale
F. G. H. Lloyd	N. F. Nadler	A. G. M. Small
M. J. Parkes-Buchanan	D. Gilmour	B. M. Walker
E. S. K. Evans-Greaves	H. G. Norman	T. N. B. Gree
G. N. Oliver	I. R. Glover	R. H. Cowan
R. C. O'Conor	G. E. C. Robinson	E. W. L. Cook
R. M. T. Taylor	N. G. Garnons-Williams M.B.E.	K. W. C. Duke
F. R. Holmstrom		R. G. Lowry
P. V. Everett	F. J. Butler M.B.E.	B. R. Webb
E. G. Jeffrey	H. Lingard	J. Burnett

1924.

L. A. K. Boswell	R. H. G. Talbot	I. M. R. Campbell
G. R. Barrow	J. A. Collins, R.A.N.	J. J. Weld
A. M. Hutchinson	A. N. Grey	H. Thornton-Jones
G. H. Roberts	J. A. Grindle	A. M. Hope, R.C.N.

1925.

A. C. Chapman	W. G. Agnew	J. Graham
J. W. Boutwood	D. M. Lees	D. Orr-Ewing
H. W. Faulkner	C. E. F. Hall	F. T. Boswell
P. H. S. Reid	F. R. Parham	W. G. L. Cooper
J. M. Armstrong, R.A.N.	P. C. Anderson, R.A.N.	

1926.

R. H. Oland, R.C.N.	A. L. Tidd	G. C. F. Bransom
H. S. Walkey	J. F. Steemson	T. A. C. Packenham
K. L. Harkness	W. R. G. Leggatt	H. Du P. Richardson
R. G. Mackay	R. J. O. Otway-Ruthven	E. I. R. Leighton
P. V. McLaughlin	M. Cunningham	G. P. Packhard
J. W. R. Roy, R.C.N.	R. R. Dowling, R.A.N.	

1927.

H. B. Ellison	J. Terry	J. C. Clouston
L. M. Lamplough	A. H. Finlay	R. T. Butler
M. W. St. L. Searle	W. G. B. Mackenzie	H. Dalrympe-Smith
E. M. Evans-Lombe	D. H. Magnay	G. O. H. De Lacy-Bacon
L. A. Humphreys	L. N. Brownfield	W. L. Bond
C. C. Brown		

1928.

B. Jones	J. S. Camon	M. B. Laing
S. S. C. Mitchell	H. A. King	J. W. Cuthbert
A. W. Buzzard	H. A. Hinds	H. F. Lawson
J. P. De W. Kitcat	C. A. Harris	G. S. Tuck
A. G. V. Hubback	R. D. Hughes	H. J. Buchanan, R.A.N.

1929.

G. R. Dolan	J. N. Sparks	R. R. Airey
G W. G. M. Woodhouse	R. P. Clarke	G. Barnard
P. H. E. Welby-Everard	R. I. Hoyle	F. A. Ballance
E. R. A. Smith	R. F. Elkins	R. B. Jenkins
H. H. L. Dickson	S. H. Carlill	H. G. Dickinson
G. M. F. Fuller	A. R. Murray-Smith	D. L. Johnston
G. H. Oswald	J. F. W. Maitland	S. W. Roskill
R. P. Middleton, R.A.N.	R. H. Learmont, R.A.N.	

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ROLLS OF HONOUR.

Gunnery Officers Killed on Active Service during the War, 1914—1918.

W. B. Watkins Grubb, Lieut.-Commander, *Cressy*, September 22nd, 1914.
H. P. E. T. Williams, Captain, *Hawke*, October 15th, 1914.
P. Francklin, Captain, *Good Hope*, November 1st, 1914.
P Van Straubenzee, Lieut.-Commander, *Good Hope*, November 1st, 1914.
H. D. Collins, Lieut.-Commander, *Monmouth*, November 1st, 1914.
N. B. Fergusson, Lieutenant, *Bulwark*, November 26th, 1914.
A. N. Loxley, Captain, *Formidable*, January 1st, 1915.
H. L. Street, Lieut.-Commander, *Formidable*, January 1st, 1915.
R. H. C. Verner, Commander, *Inflexible*, March, 18th, 1915.
M. H. Cobbe, Captain, *Princess Irene*, May 27th, 1915.
E. P. C. Back, Captain, *Natal*, December 31st, 1915.
L. H. White, Lieutenant, *Natal*, December 31st, 1915.
G. Gipps, Commander, *Gallipoli Field Force*, January 3rd, 1916.
E. O. Disney, Lieut.-Commander, *Arethusa*, January 4th, 1916.
Sir C. R. Blane, Bart., Commander, *Queen Mary*, May 31st, 1916.
R. H. Llewelyn, Commander, *Queen Mary*, May 31st, 1916.
The Hon. H. L. A. Hood, C.B., M.V.O., D.S.O., Rear Admiral, *Invincible*, May 31st, 1916.
D. B. Bucham-Brown Lieutenant, *Indefatigable*, May 31st, 1916.
A. T. Johnstone, Commander, *Defence*, May 31st, 1916.
J. B. Waterlow, D.S.O., Commander, *Black Prince*, May 31st, 1916.
D. W. S. Douglas, Lieut.-Commander, *Black Prince*, May 31st, 1916.
G. T. C. Collins, Lieutenant, *Tipperary*, May 31st, 1916.
H. J. Savill, Captain, *Hampshire*, June 5th, 1916.
M. Dasent, Commander, *Hampshire*, June 5th, 1916.
H. Matthews, Lieutenant, *Hampshire*, June 5th, 1916.
T. T. Inman, Commander, *Simoon*, January 23rd, 1917.
J. D. Dick, Captain, *Vanguard*, July 9th, 1917.
H. C. Halahan, Acting Captain, *Vindictive*, April 23rd, 1918.
V. F. Gibbs, Commander, *Vindictive*, April 23rd, 1918.
J. C. F. Lewis, Lieutenant, *Castor*, April 26th, 1918.
R. J. B. Drew, Lieut.-Commander, *Glatton*, September 16th, 1919.
F. C. Darley, Commander, *Kia Wo*.

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Warrant Officers.

W. J. Wallace, Chief Gunner, *Hogue*, September, 1914.
W. J. Shrubsole, Gunner, *Aboukir*, September 1914.
H. E. Morrison, Gunner, *Pathfinder*, September, 1914.
G. F. Organ, Chief Gunner, *Good Hope*, November, 1914.
W. D. Wright, Gunner, *Good Hope*, November, 1914.
R. J. Page, Gunner, *Good Hope*, November 1914.
W. W. Kingdom, Gunner, *Good Hope*, November, 1914.
W. T. Burchell, Gunner, *Good Hope*, November, 1914.
A. J. Breakspere, Chief Gunner, *Bulwark*, November, 1914.
R. W. Garnham, Chief Gunner, *Wallington*, November, 1914.
W. E. King, Gunner, *Bulwark*, November, 1914.
W. Westbrook, Gunner, *Bulwark*, November, 1914.
G. Bungard, Gunner, *Formidable*, January, 1915.
K. Ballantyne, Gunner, *Vicknor*, January, 1915.
S. C. A. Smith, Gunner, shot by Arabs, February, 1915.
R. H. Harrison, Gunner, *Bayano*, March, 1915.
G. C. Hazard, Gunner, *Jason*, April, 1915.
G. Collins, Chief Gunner, *Goliath*, May, 1915.
A. B. Rutherford, Gunner, *Princess Irene*," May, 1915.
J. Barry, Gunner, *Albion*, August, 1915.
J. Lund, Gunner, *Natal*, December, 1915.
T. D. Casey, Gunner, *Alcantara*, February, 1916.
A. F. Organ, Gunner, *H.M.T.B.*11, March, 1916.
J. Cassidy, Gunner, *Russell*, April, 1916.
W. E. Hunt, Chief Gunner, *Invincible*, May, 1916.
M. W. Cameron, Gunner, *Invincible*, May, 1916.
A. Cox, Gunner, *Invincible*, May, 1916.
E. J. Read, Gunner, *Invincible*, May, 1916.
W. R. Roberts, Gunner, *Invincible*, May, 1916.
A. E. Nixon, R.M. Gunner, *Invincible*, May, 1916.
A. E. Sturt, Chief Gunner, *Queen Mary*, May, 1916.
C. J. Jones, Gunner, *Queeen Mary*, May, 1916.
G. R. Kinnear, Gunner, *Queen Mary*, May, 1916.
C. Catley, R.M. Gunner, *Queen Mary*, May, 1916.
W. G. Jones, Chief Gunner, *Indefatigable*, May, 1916.
G. F. Collingwood, Chief Gunner, *Black Prince*, May, 1916.
D. Simpson, Gunner, *Black Prince*, May, 1916.
W. G. S. Sledge, Gunner, died of wounds, Dardenelles.
A. L. Sutton, Gunner, *Hampshire*, June, 1916.
H. J. Jennings, Gunner, *Hampshire*, June, 1916.
M. O'Halloran, Gunner, *Flirt*, June, 1916.
C. Challinor, Gunner, *H.M.T.B.* 96, November, 1916.
H. H. Gandy, Gunner, Air Raid, Chatham, May, 1917.
J. R. Jenkins, Gunner, *Exe*, March, 1918.
J. Hamilton, D.S.C., Chief Gunner, *H.M.T.B* 90, April, 1918.
J. Balcombe, Chief Gunner, *Glatton*,, September, 1918.
W. J. Murray, Chief Gunner, *Racoon*, January, 1918.

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Chief Petty Officers.

C. Hanes, C.P.O., *Good Hope.*
C. J. Souter, C.P.O., *Good Hope.*
C. L. Whyte, C.P.O., *Good Hope.*
R. Bryant, C.A., *Good Hope.*
A. Rettey, C.P.O., *Bulwark.*
A. J. Mullarkey, C P.O., *Bulwark.*
C. Marchment, C.A., *Bulwark.*
F. Arnsby, C.P.O., *Princess Irene.*
F. Heathcott, C.A., *Princess Irene.*
W. Robinson, C.P.O., *Viknor.*
C. W. Gregory, C.P.O., *Viknor.*
W. Lapish, C.P.O., *Queen Mary.*
E. Harrison, C.P.O., *Queen Mary.*
A. J. Holland, C.P.O., *Queen Mary.*
E. Catt, C.P.O., *Queen Mary.*
G. Gibbs, C.A., *Queen Mary.*
J. Smithen, C.P.O., *Invincible.*
A. C. Evans, C.P.O., *Invincible.*
W. J Best, C P.O., *Invincible.*
W. E. Ward, C.P.O., *Invincible.*
H. Stone, C.A., *Invincible.*
E Copp, C.P.O., *Black Prince.*
G. A. Plaskett, C.A., *Black Prince.*
E. Gill, C.P.O., *Opal.*
W. H. Thwaites, C.P.O., *Hampshire.*
W. J. Bearman, C.A., *Hampshire.*
C. Taylor, C.P.O., *Laurentic.*
J. Burfitt, C.P.O., *Carmania*
J. C. Ranson, C.P.O., *Mersey.*
G. Owen, C.P.O., *Glatton.*

Staff Gunners Mates.

W. E. Nineham, C.P.O., *Hampshire*, June 5th, 1916.
T. R. Daglish, P.O.1., *Good Hope*, November 1st, 1914.
E. G. Tedrake, P.O.1., *Bulwark*, November 26th, 1914.
P. Archdeacon, P.O., *Black Prince*, May 31st, 1916.
H. S. Nunn, P.O.1., *Bulwark*, November 26th, 1914.
G. Langridge, C.P.O., *Monarch* (drowned), April, 1916.
A. J. Clark, P.O., *Queen Mary*, May 31st, 1916.
W. D. Hawkins, Leading Seaman, *Good Hope*, November 1st, 1914.
L. J. Meade, P.O., *Black Prince*, May 31st, 1916.
J. M. Tibbles, P.O., *Invincible*, May 31st, 1916.
J. G. Ramsom, G.P.O., *Mersey*, July 6th, 1915.
W. H. Boland, P.O., *Viknor*, January, 1915.
H. Sherwin, C.P.O., *Bulwark*, November 26th, 1914.
T. C. Palmer, C.P.O., D.D. Deal Infirmary (cause of death unknown), February 22nd, 1916.
E. E. Harrison, C.P.O., *Queen Mary*, May 31st, 1916.
G. D. Blackman, P.O., *Patia*, March 31st, 1915.
F. A. Hines, C.P.O., *Europa*, January 17th, 1916.
J. Mackay, P.O., *Good Hope*, November 1st, 1914.
G. Phillips, C.P.O., *Philomel*, October, 1915.
H. Penfold, P.O., *Bayano*, March 11th, 1915.
G. Cusley, Leading Seaman, *Good Hope*, November 1st, 1914.
E. Miller, P.O., *Alcantara*, February 29th, 1916.
A. J. Duncan, P.O., *Hampshire*, June 5th, 1916.
H. Allen, P.O., *Invincible*, May 31st, 1916.
E. E. Wright, P.O., May 31st, 1916.
A. E. Summers, P.O., April 10th, 1917.
A. Chesworth, P.O., *Hampshire*, June 5th, 1916.
J. Walsh, P.O., *Good Hope*, November 1st, 1914.
L. Gates, P.O., *Southampton*, May 31st, 1916.
W. Wilcox, P.O., *Lorentic.*
F. Arnsby, C.P.O., *Princess Irene*, May 21st, 1915.

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